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"Handling Salvage Grain" In This Issue

THE AMERICAN ELEVATOR AND GRAIN TRADE



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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
Mitchell Brothers Publishing Co.

Vol. XXXVI. CHICAGO, ILLINOIS, JANUARY 15, 1918.

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BE A SHIPPER OF

MCKENNA & RODGERS
and
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BE A GOOD RECEIVER
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WE CHALLENGE
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322 Postal Telegraph Bldg.

Direct Private Wires to New York and Illinois and Iowa Points

GRAIN,
PROVISIONS,
STOCKS,
BONDS.

We solicit consignments and offers of
cash grain, also future delivery orders
on all exchanges.

CHICAGO

Established 1877

LANGENBERG BROS. GRAIN CO.
GRAIN and HAY

We Solicit Your Consignments

ST. LOUIS

MISSOURI

RANDOLPH
The Grain Drier of No Regrets
THIS DISTINGUISHES THE BEST FROM THE REST

Operates with Hard Coal or Coke

The entirely practical, quick operating
Randolph Grain Drier and Conditioner,
with automatic temperature control, is
endorsed by every user, from the small-
est to the largest handler, helping to make
merchandise much of this year's

800,000,000 Bu. Wet Corn

Ask us now about deliveries and speci-
fications suited to your particular needs
before your corn is heating, not afterwards
when the value is seriously reduced.

O. W. Randolph Co.
1612 Second National Bank Building
TOLEDO, OHIO

THE ILLINOIS SEED CO.
GRASS SEEDS FIELD

BUYERS CHICAGO SELLERS

Ask for Samples

Mail Samples for Bids

TIMOTHY, CLOVERS, ALSIKE, ALFALFA, MILLETS, RED-
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Carlisle Commission Co.

(Established 1889)

Hay and Alfalfa Meal Products

736-738-746 Live Stock Exchange Building
KANSAS CITY, MISSOURI

(The World's Greatest Hay Market)

If you have Hay we want it—if you want Hay we have it. We have un-
equalled facilities, the largest established trade and outlet. Liberal advances on
consignment. Kansas City handling charges the lowest, service the best.

Write Us Your Needs in Alfalfa Meal

Get Our Delivered Price

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Covers all markets. Ask for the weekly or
daily issue. Has the largest circulation of any
grain literature.

Stocks E. W. Wagner & Co. Bonds
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Established 30 years

CHICAGO

Prices of Labor and Material Have
Advanced More Than 100 Per Cent

But we are "doing our bit" by supplying you with this great
labor-saver at only 50 per cent above the original price.

Saves its cost in three days. Used to take six.

Price—Standard w't. (12 ga. Steel)

\$15.00 f. o. b. Factory.

Heavy w't. (10 ga. Steel)

\$17 f. o. b. Factory

DETROIT
SCOOP-TRUCK
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2227 W. Jefferson Ave. DETROIT, MICH.



DIXON'S
SILICA
GRAPHITE PAINT

Pigment-Flake Silica-
Graphite. The silica is hard,
the graphite is soft, each
helps the other, both prac-
tically indestructible—an

ideal pigment for protective purposes.
Vehicle-Boiled Linseed Oil—No paint
vehicle has yet been found to equal
linseed oil.

Our Part—We blend the silica-graphite
and best quality linseed oil by long,
careful and scientific grinding into a
protective paint that for over 50 years
has been making long-time records for
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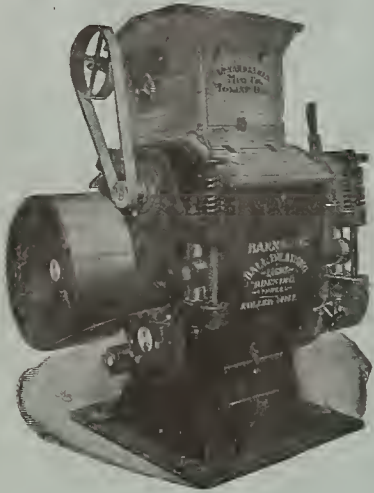
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JOSEPH DIXON CRUCIBLE CO.

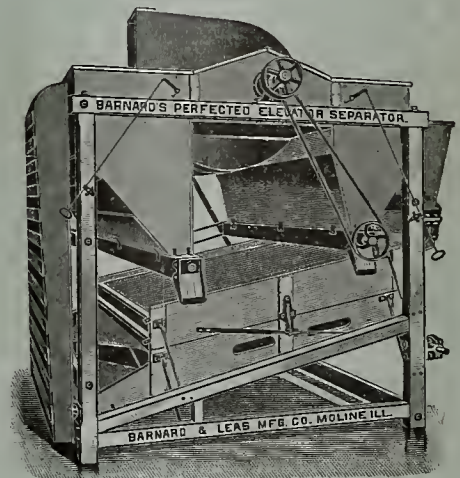
ESTABLISHED 1927

Everything for Handling Grain

No need to look farther

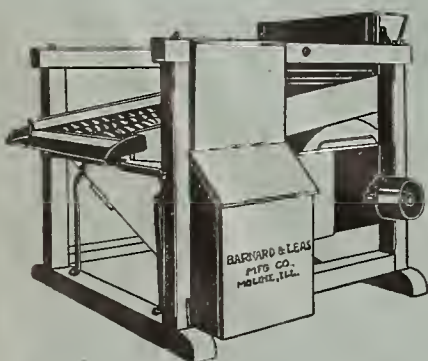


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Grain Cleaners
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circulars concerning any
machines which
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BARNARD & LEAS MFG. CO.

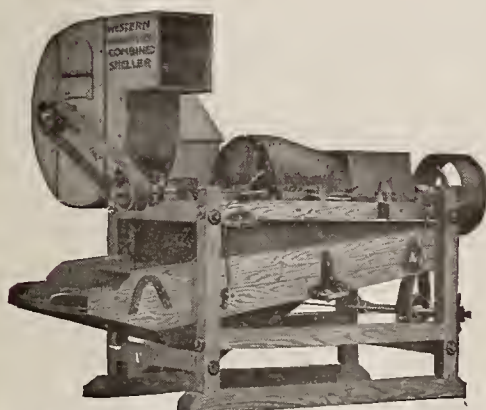
**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

WESTERN ELEVATOR EQUIPMENT

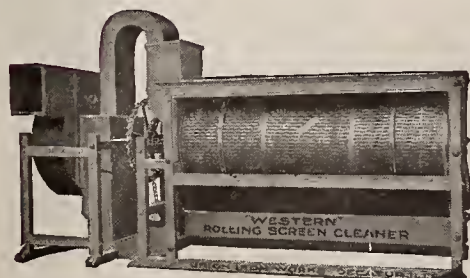
Will Serve Your
Purpose Best

WE are "doing our bit" toward conserving the resources of the nation by building grain elevator equipment of unqualified competence.

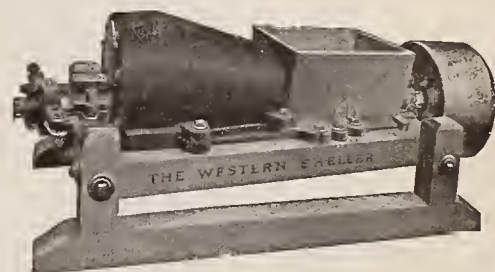


"Western" Warehouse Combined Sheller

Before you build your new elevator or remodel your old one send for our illustrated catalogue of complete equipment that will bring your plant up to top-notch efficiency. The prices will meet with your approval and fit in well with your specifications.

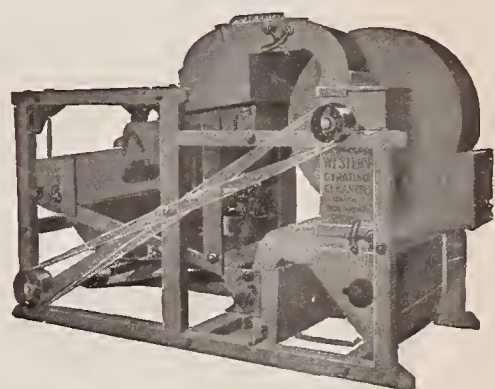


"Western" Rolling Corn Screen Cleaner



"Western" Pitless Warehouse Sheller

Strength and reliability are needed to meet the demands of war, and WESTERN machines are developed in every detail—which means a lot in the efficient operation of your plant. They stand the hard wear that makes satisfied users and increases the value of any elevator.



"Western" Gyration Cleaner

The WESTERN guarantee antedates the war by nearly fifty years.

UNION IRON WORKS

Decatur, Illinois, U. S. A.

Complete Line of Shellers Kept at 1221-1223 Union Avenue
Kansas City, Mo.

WANTED

A miller, either present mill owner or operator, who is ready for an opportunity to get into the milling business on the money-making side. Prefer a man who has had his experience with unprofitable, expensive-to-run, long-system machinery and knows how hard it is to make ends meet with this type of equipment.

If you have \$3000 to invest, we will start you in business with an American Marvel Mill, the latest development in modern milling equipment, and will show you what it means actually to make money with a flour mill of 100 barrels capacity and under.

1200 American Marvel Mills are now in operation, and among the 1200 owners are hundreds of old long-system millers who, after struggling for years to make a profit with cumbersome, expensive-to-operate, antiquated equipment, saw the advantages of the wonderfully efficient, automatic self-contained American Marvel and today are making more money in one year than they used to make in five.

Millers — mill owners — head millers — INVESTIGATE this proposition and know all the facts. Let us refer you to well-known long-system millers of many years experience who would not go back to the old way under any circumstances.

A letter or postcard will bring all the facts. Write it today — it may mean the turning point for you as it has for hundreds of others.

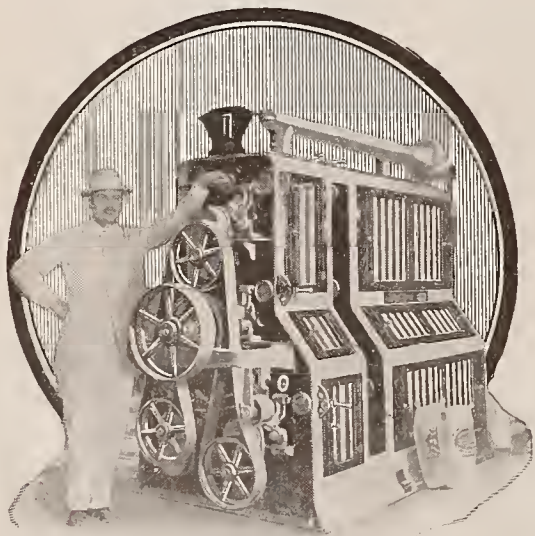
Blanchard Milling & Elevator Company, Blanchard, Iowa, state: "Nearly a year ago we installed an American Marvel Mill, after using a long-system for 25 years. The new mill is satisfactory in every way; it is easy to operate and requires very little power. Yield and quality is O. K. Would have to change our mind if we returned to the long system."

Frank H. Wood, Venice Center, N. Y., writes: "We ran a long-system mill for 25 years and during that time never manufactured a barrel of flour equal to that made on our American Marvel, either in quality or yield. The long-system mill took about 300 feet of belting and 25 horsepower to produce what today we manufacture with a 4-inch belt and less than one-third the power. Never has there been a moment when we regretted installing an American Marvel Mill. It is certainly a money-maker."

Electric Roller Mills, Golden Valley, N. D., communicate: "We were in the long-system milling business 34 years before installing the American Marvel. It is easier to operate, saves labor, makes better flavored flour and makes it cheaper."

M. L. Snyder & Sons, Levels, W. Va., inform us: "It is now two years since we started our 25-barrel American Marvel Mill. It has met every claim and has not been the least trouble or expense. To say we are highly pleased is putting it mildly. After nine years experience with a good long-system mill, we find everything in favor of the American Marvel. It is easier to operate, makes much better quality flour and more of it per bushel of wheat, uses about one-third as much power and earns 25 per cent more net profit. We could not be induced to return to a long-system mill of any build."

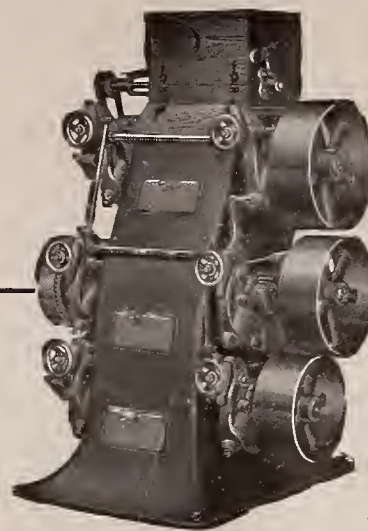
The Anglo-American Mill Co.
445 Trust Bldg.
Owensboro, Ky.



The American Marvel Mill

- is made in 7 capacities—15, 25, 40, 50, 60, 75 and 100 bbls. per day.
- can be operated by one man. As operation is practically automatic, this man will have plenty of time to wait on trade and attend to all matters around the mill without assistance.
- practically eliminates upkeep.
- will outlast any other flour mill equipment manufactured.
- requires less horsepower per bbl. than any other mill. As compared with your long-system equipment it will cut down power bills to a mere fraction.
- produces quality and yield as high as can be had with any mill, regardless of size of make.
- is no experiment. Seven years solid success behind it. Hundreds of experienced millers prefer it to long-system equipment.
- you can get it on very liberal terms.
- every sale is made on 30 days trial, the purchaser being the sole judge.

Over 1200 American Marvel Mills Now in Operation



You need this sturdy, capable, general purpose mill

For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

N. & M. Co. Three Pair High Mill

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side.

See book on Mills, No. 1290 for details.
If you haven't got it we will send it on request.

Everything
for the
Modern
Mill

**Nordyke &
Marmon Co.**
INDIANAPOLIS, IND.

Established 1851

Ask for
Catalogs
on any
Equipment
you need

America's Leading Mill Builders



THE REGULATIONS

of the U. S. Food Administration makes imperative an accurate Weight of all grain going in and out of elevators, and the lately passed Net Weight Law requires all commodities in interstate commerce to be marked with the exact net weight.

Automatic Grain Scales

are built in various sizes and equipped with a register which records every weighing. They are adapted to the work required, and the capacity varies according to size of bucket. The best results and highest efficiency are accomplished by the simplest means. U. S. Standard Weights used.

Fully guaranteed. Our policy is to fulfill the just expectations of purchasers of our machines.



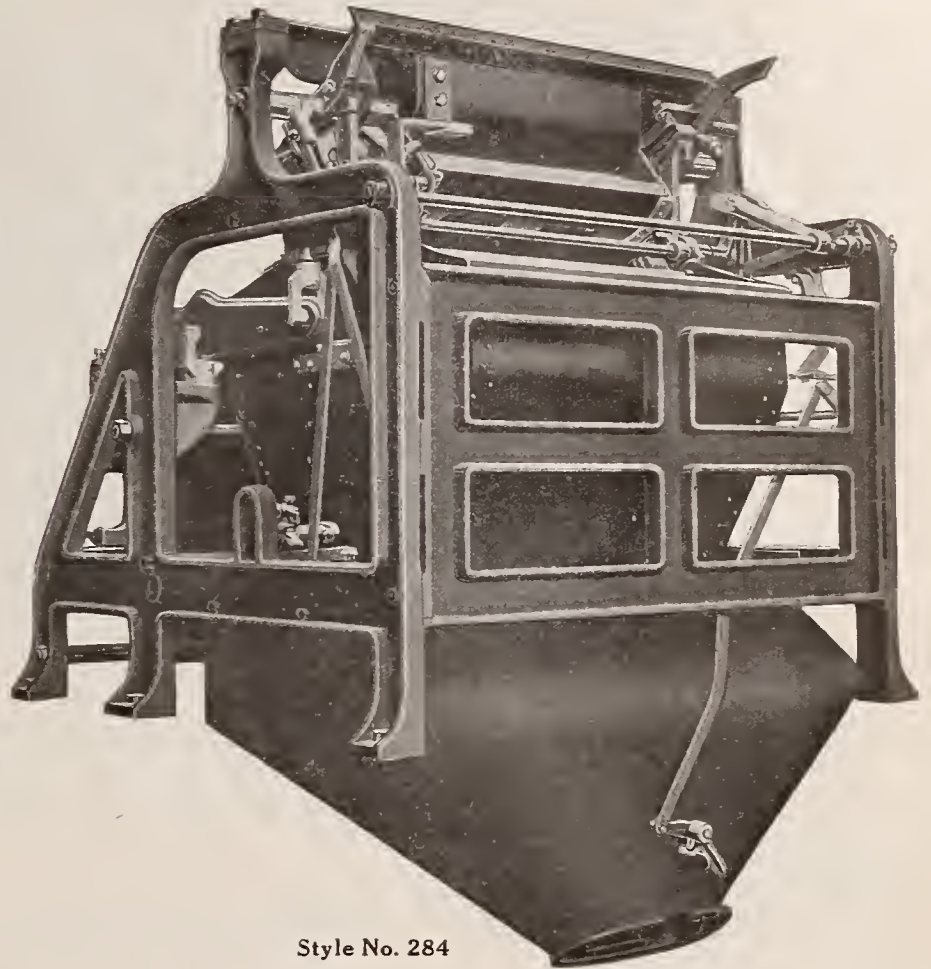
Write for our Catalog

AUTOMATIC WEIGHING MACHINE COMPANY

134-140 Commerce Street

Main Office and Factory

Newark, N. J.



Style No. 284

U. S. Grain Standardization Bureau Orders 36 Additional Emerson Wheat Testers ENOUGH SAID!

An additional lot of 36 Emerson Wheat Testers or Kickers to those already in use were ordered June 12 last for distribution among the different laboratories and inspection departments of the U. S. Grain Standardization Department. The Emerson Tester or Kicker has also been recommended to the grain trade by the Government officials as the most satisfactory machine for determining the actual amount of dockage in each sample of wheat.

The Emerson makes an absolute perfect separation of the oats from the wheat, not one kernel of oats left in the wheat and not a kernel of the wheat lost with the oats. Eliminates all guess work. All disputes between buyer and seller are settled on the spot. Avoids any feeling about doubtful dockage. Farmers prefer selling where the test is made with the Emerson Tester or Kicker.



Over 7,000 Emersons In Use

Any number of elevator companies are using from 25 to 50 Emerson Kickers and from that on the 250 depending upon the number of elevators they operate. Hundreds of smaller elevator companies are using from 1 to 5 machines. In addition there are hundreds of flour mills, state grain inspection departments, commission houses, grain buyers, boards of trade and U. S. Grain Standardization Bureau all using Emerson Kickers.

The Emerson Guarantee

The Emerson Kicker is sold with an absolute guarantee to do exactly as we claim or money will be refunded. It has proved itself to be a splendid investment of elevator and milling companies. Let us prove it to you. Write today for pamphlet giving full description and unsolicited comments by prominent Emerson users.

W. H. EMERSON & SONS

Detroit, Mich.

Windsor, Ont.

Order Armour's Fertilizers Now!

For immediate shipment in cars loaded to capacity. Railroads are overcrowded. Every day's delay lessens your chances of increasing or even growing normal crops.

Don't Delay — Order Today

Armour Fertilizer Works

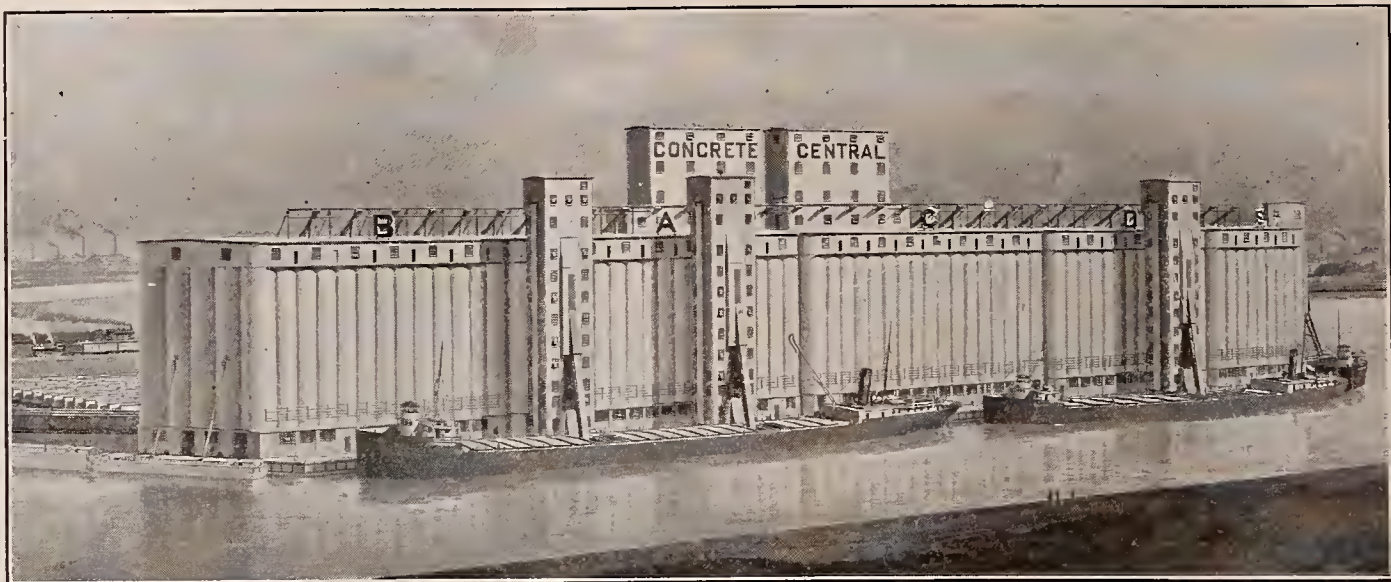
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Wilmington, N. C.
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WRITE NEAREST OFFICE



CONCRETE-CENTRAL ELEVATOR, CAPACITY 4,500,000 BUSHELS

THESE "MONARCH ELEVATORS" make it possible to handle expeditiously and economically Buffalo's 200,000,000-bushel Grain Business.

Houses of "Monarch" construction are excelled by none in design, arrangement, and economy of operation.

Other "MONARCH" Elevators in Buffalo and Vicinity

Wheeler
Monarch
Connecting Terminal

Kellogg
Buffalo Cereal Co.

Superior
Geo. J. Meyer Malting Co.
Shredded Wheat Co.

CONSULT US BEFORE BUILDING

Monarch Engineering Company

Engineers and Contractors

Buffalo, N. Y.

THAT our competitors at last see the handwriting on the wall is apparent.
In utter desperation they have sent out the

S. O. S. SIGNAL

Everyone knows that such unclean, undignified advertising methods disgust an intelligent business man.

It is not what an advertiser says, but what he proves, that counts.

Our belief is, and always has been —

When you start to advertise,
Stick to facts!
Good business isn't built on lies—
Stick to facts!
No matter what you have to sell,
The truth is good enough to tell.

The Eureka Oats From Wheat Separator

is the greatest grain cleaning success the world has ever seen, else why would it have taken Minneapolis by storm, and why should these machines have displaced what had been considered fairly good Cleaners? More Eureka's have been sold and installed during the past four months than all other makes combined. It will be to your interest to find out why.

Let us send you reports from users, photographs and full particulars.



S. HOWES COMPANY, Inc.
Eureka Works SILVER CREEK, N. Y.





Canadian Government Railway's Elevator TRANSCONA, MANITOBA

Now under Construction.

Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

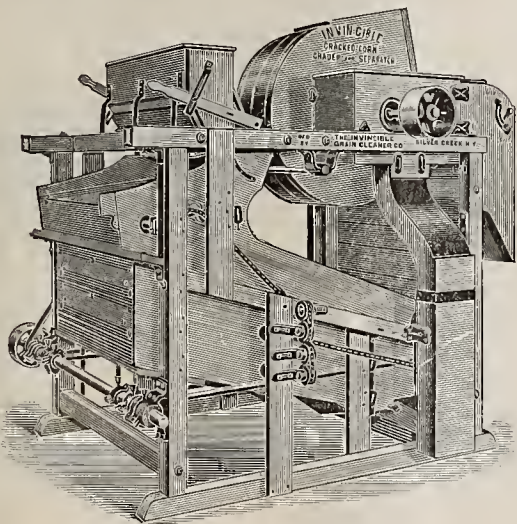
John S. Metcalf Company, Limited

GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

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WHAT are you
doing to in-
crease your net
profits

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A splendid opportunity is offered
in the Cracked Corn business.

The INVINCIBLE Grader offers
you your share of profit in the big
Corn Crop.

HALES & EDWARDS CO.
are installing a
battery of over 1000 bushels
per hour.

Invincible Grain Cleaner Company

Department No. 1

SILVER CREEK, N. Y.

BETTER CONCRETE BINS AT LOWER COSTS

THE POLK SYSTEM machine builds monolithic
concrete grain bins true to circle, perpendicular, and
wall-thickness. It allows no strain on "green-walls."
It works at the swiftest safe speed.

It reduces construction costs 40%



If you have not con-
ferred with the Polk
Genung Polk Com-
pany, the best propo-
sition and the best price
on your grain storage,
coal pocket, or water
tower is yet to be
made. Write today for
catalog. Better still,
tell us your specific
needs.

**POLK
GENUNG
POLK CO.**

175 W. Jackson Boulevard

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It Will Last

Reinforced concrete. Built for heavy floor loads.
Uses the daylight. Tracks arranged right.

"Macenco Results"



1500 barrel Mill, 300,000 bushel Elevator and
500 H. P. Diesel Power Plant of the Kansas
Flour Mills Company, Great Bend, Kansas.

Macdonald Engineering Company

53 West Jackson Boulevard
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**100
Contracts**

With the largest
and most efficient
Engineering
and
Construction
Organization
for large or small
work ever gathered
together by a
concern in our
line, prospective
builders of Grain
Elevators will find
it to their advantage
to consult us
before formulating
any definite plans.
It Costs Nothing.

Van Wickle Grain and Lumber Co., Council Bluffs, Ia.

**Complete Grain Elevators and Mill Buildings,
Concrete or Wood**

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715 Herskowitz Building, Oklahoma City, Okla.

FOLWELL-AHLSSKOG CO.

Engineers and Contractors

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OF


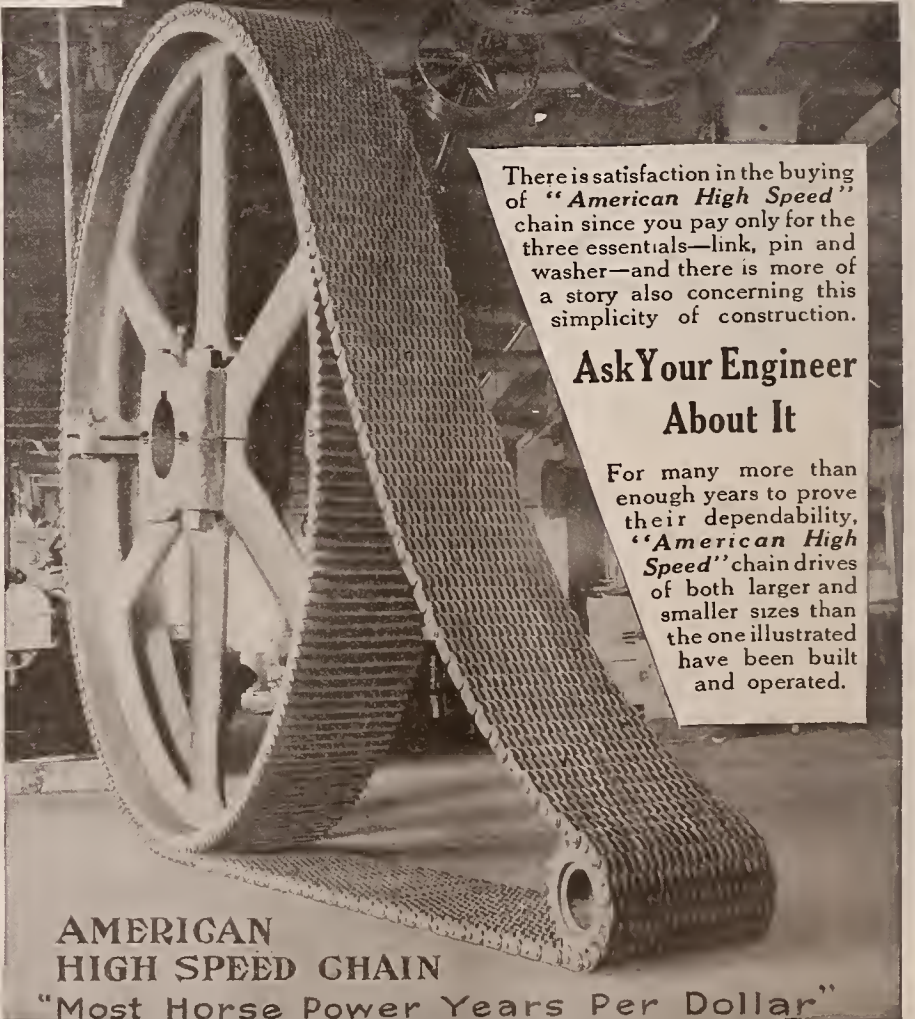

Grain Elevators, Flour Mills, Industrial Plants, and other
Engineering Works



PENNSYLVANIA RAILROAD COMPANY ELEVATOR, ERIE, PA.

1,250,000-bushel Concrete Workinghouse and 25,000-bushel Marine
Tower Reinforced Concrete. Latest improvements. Write us for
designs and estimates.

2051-6 McCORMICK BUILDING, CHICAGO

There is satisfaction in the buying
of "American High Speed"
chain since you pay only for the
three essentials—link, pin and
washer—and there is more of
a story also concerning this
simplicity of construction.



**Ask Your Engineer
About It**

For many more than
enough years to prove
their dependability,
"American High
Speed" chain drives
of both larger and
smaller sizes than
the one illustrated
have been built
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**AMERICAN
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"Most Horse Power Years Per Dollar"

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NATIONAL DISTRIBUTOR
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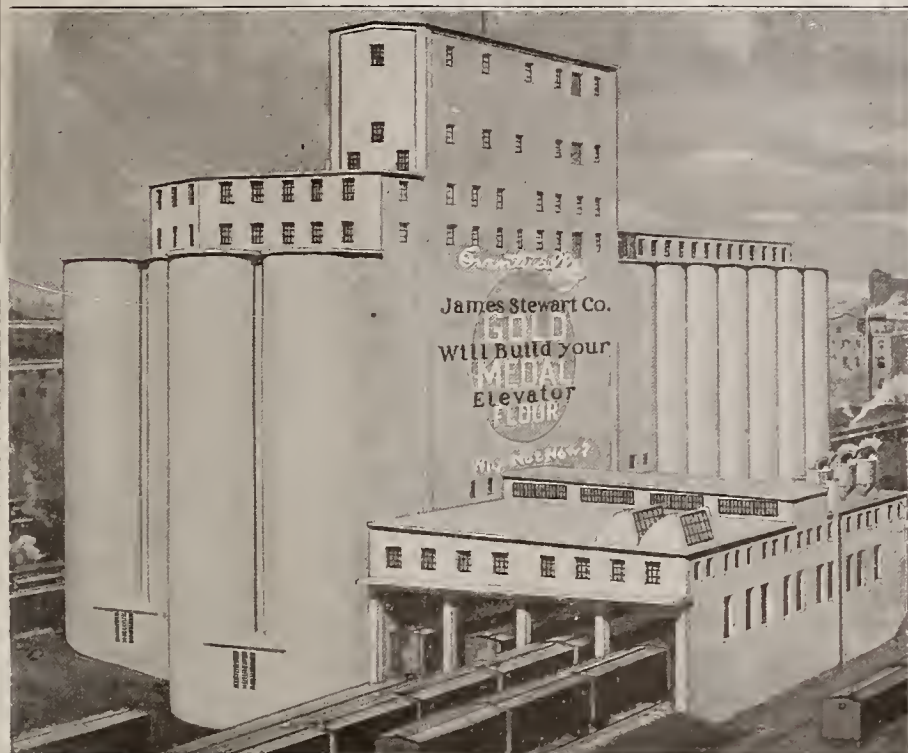



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RECEIVING ELEVATOR**

FOR

Washburn-Crosby Company

Minneapolis, Minn.

*Write us for designs and estimates*

We Design and Build Elevators, any type of construction, in any part of the World.

JAMES STEWART & CO., Inc.

GRAIN ELEVATOR DEPARTMENT

Fifteenth Floor of Westminster Building

CHICAGO, ILL.

W. R. SINKS, Manager

Chicago & Northwestern Railway Company's New
Reinforced Concrete Grain Elevator Being Built
at Council Bluffs, Iowa, for the Updike
Grain Company of Omaha, Neb.



Our experience covers every branch of grain elevator
building work as well as any type or style of construc-
tion to meet requirements in any locality.

*Designs and estimates promptly furnished.***Witherspoon-Englar Company**

1244-1250 Monadnock Bldg.

CHICAGO, ILL.

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FOR**GRAIN ELEVATORS**

COMPLETE WITH MACHINERY INSTALLATION

DEVERELL, SPENCER & CO.

Garrett Building

Baltimore, Maryland

Reliance Construction Company

Furnish Plans, Estimates and Build
COUNTRY GRAIN ELEVATORS

Our long experience as a builder of elevators insures you an
up-to-date house. Write today.

625 Board of Trade Building,

INDIANAPOLIS, IND.

**If Your Elevator Needs Overhauling
This Season—Then Write Me Now**

You get the benefit of my many years of experience
in elevator building, millwrighting and repairing.
Also handle a full line of elevator and conveying
machinery including manlifts, buckets, belting, steel
spouting, etc.

Let me send you figures and prices on any-
thing you may need now. Write me today.

W. E. BURRELL, Elevator and Repair Specialist

900 LYTTON BUILDING

CHICAGO, ILLINOIS

**The Barnett & Record Company****GENERAL CONTRACTORS**

Designers and Builders of

Grain Elevators, Flour Mills and Heavy Structures

Reinforced Concrete and Steel Ore Dock con-
structed at Superior, Wisconsin, for the Allouez
Bay Dock Company. Entirely Fireproof.

Write for Designs and Estimates

OFFICES:

Minneapolis, Minn.

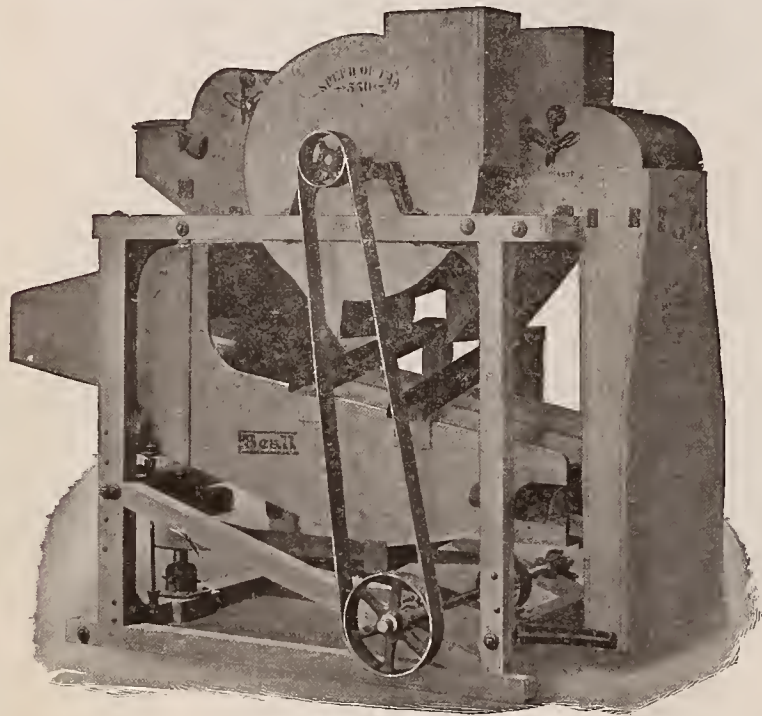
Duluth, Minn.

Fort William, Ontario

Consistent Performance

Is What You Have a Right to Demand From Your Machines

Any manufacturer can use the best of material in elevator machinery, but designs are exclusive. They account for the difference in both sturdiness and efficiency.



Built in Ten Sizes

Decatur

THE BEALL IMPROVEMENTS CO., Inc.

Illinois

Beall
THE MARK OF QUALITY

Beall Warehouse and Elevator Separators

are designed and developed to give 100% dependability. Maximum care is exercised and rigid inspections enforced at every step in their construction. The high quality standard to which every Beall Separator must conform, is responsible for their being preferred by elevator operators everywhere.

When thorough investigation and comparison is the basis of selecting separators, the Beall is almost invariably chosen.

Write for Descriptive Catalog and List of Beall Operators.

Notice to Policy Holders

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

LET US HELP YOU WITH OUR SERVICE ON ALL KNOWN HAZARDS.

Mutual Fire Prevention Bureau
OXFORD, MICHIGAN.

REPRESENTING:

Millers National Insurance Co., Chicago, Ill.	Mill Owners Mutual Fire Insurance Co., Des Moines, Iowa.
Western Millers Mutual Fire Insurance Co., Kansas City, Mo.	The Millers Mutual Fire Insurance Co., Harrisburg, Pa.
Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.	Texas Millers Mutual Fire Insurance Co., Fort Worth, Texas.
Pennsylvania Millers Mutual Fire Ins. Co., Wilkes-Barre, Pa.	Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

They All Point to the Bowsher

A mill that will crush or grind ear corn (with or without shucks), Kaffir in the head and all kinds of small grain.

A mill that has conical shaped grinders—which do the work close to the center of the shaft, thus effecting a great saving of power.

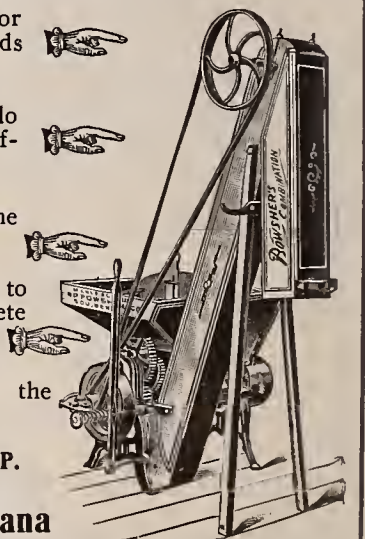
A mill that can run empty without injury, as the grinders will not strike together.

A model feed mill, light running and handy to operate; different from all others. A complete independent outfit.

These are a few of the many reasons why the Bowsher is the mill for you.

Sold with or without elevator. 10 sizes, 2 to 25 H. P.

N. P. Bowsher Co., South Bend, Indiana



The "Knickerbocker Cyclone" Dust Collector

For Grain Cleaners

ALL STEEL

Write for Catalog



The Knickerbocker Company

Jackson, Mich.



Diamond GRAIN ELEVATOR BELTS

**Originally and Eventually—
These Belts Prove Best**

Whether at the start or after dissatisfaction with others, you equip with **DIAMOND BELTS**, their final choice will settle the grain belt question for you.

Trial users become constant users. Complete original equipments increase in number yearly. This quotation from one Diamond user tells why:

"When our 1,500,000 bus. terminal elevator at _____ was completed in 1899, it was equipped throughout with Diamond Belts. Four of the original Conveyor Belts are still (Dec. 17, 1917) in active use there, giving good service."

Eighteen years' wear and still good—and active! If four Diamond Belts in a single plant deliver that service, are not Diamond Belts worth a trial on your next installation?

Originally—in value and daily behavior—

Eventually—in long dollar-saving wear—Diamond Belts Prove Best.

THE DIAMOND RUBBER COMPANY

INCORPORATED

Makers of Diamond Tires and Tubes

Factories: AKRON, OHIO



Section of Old Style Flight

Section of Helicoid Flight

HELICOID

Helicoid conveyor has a stronger flight and a heavier pipe than the same diameter of old style conveyor, and Helicoid flight and pipe are put together so they support and strengthen each other. Helicoid flight has a shovel edge. Other has blunt edge.

Caldwell

Helicoid flight is one continuous strip of metal end to end of pipe. Other is short sections lapped and riveted together every turn or half turn around the pipe. Helicoid is a smooth, nicely-balanced spiral, and has no joints to wear out and open up. Helicoid requires fewer repairs, and less power to drive it. Helicoid costs no more than inferior kinds of conveyor; it's all-round satisfaction at the same price.

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A Few Points Worthy of Consideration

MANY prospective purchasers compare feed grinders by prices. It's a good place to start, but before you get through, you will compare them by values—materials, workmanship—reputation and economy, qualities which are pre-eminent in

The Monarch Ball Bearing Attrition Mill

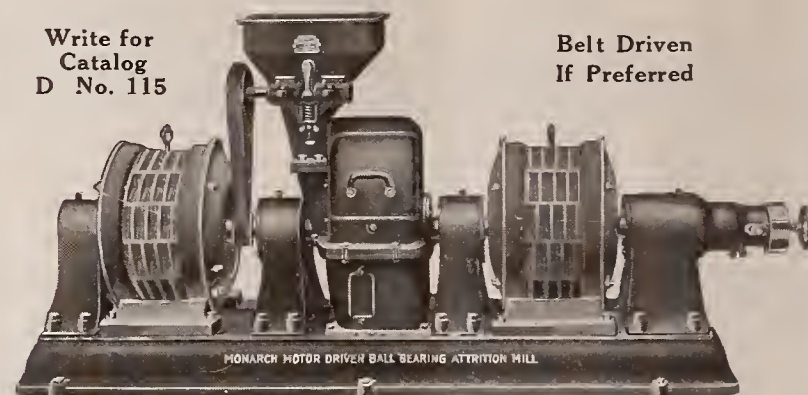
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WHICH AVOIDS the necessity for tramming; excessive cost of maintenance.

WHICH INSURES an absolutely uniform product; a greatly increased capacity.

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is invaluable to operatives in every industry where dust is troublesome, affording perfect protection with perfect ventilation. Thoroughly tested for many years in every kind of dust. Nickel-plated protector \$1.10, Canada \$1.25, post-paid. Circulars free.

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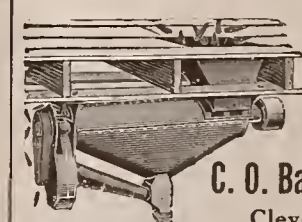
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Our method of inspecting each and every car handled
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The plugging method of car inspection makes it possible to sell hay on its merits or feeding value and is the surest and safest for country shippers to depend on. It also gives the buyer full assurance as to the quality and grade of hay he is purchasing.

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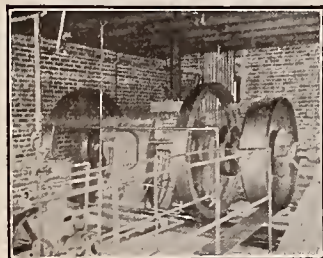
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Sizes 10, 20, 25, 30, 35, 40, 45, 50, 55, 60, 70, 80, 85, and 100 H. P. Write today.

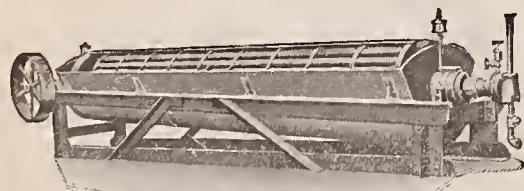
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115 Elm St., MUNCIE, INDIANA

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All Metal Steam Dryer

IN SUCCESSFUL USE 40 YEARS DRYING

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BREWERS' GRITS AND MEAL,
AND ALL CEREAL PRODUCTS
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THE CUTLER CO., North Wilbraham, Mass.

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An
Experiment

The First National
Bank of Chicago

Charter No. 8

Statement of Condition at Close of Business Dec. 31, 1917

ASSETS

Loans and Discounts.....	\$143,296,682.22
United States Bonds.....	434,000.00
Bonds to Secure U. S. Postal Savings Deposits....	2,417,500.00
Other Bonds and Securities (market value).....	6,219,416.74
National Safe Deposit Co. Stock (Bank Building)...	1,250,000.00
Federal Reserve Bank Stock.....	600,000.00
Customers' liability under used letters of credit....	20,819.86
Customers' liability account of acceptances.....	5,140,718.62
Cash Resources—	
Due from U. S. Treasurer.....\$	460,500.00
Due from Federal Reserve Bank.....	18,602,637.30
Cash and Due from Banks.....	54,763,149.35
	\$233,205,424.09

LIABILITIES

Capital Stock paid in.....	\$ 10,000,000.00
Surplus Fund.....	12,000,000.00
Other Undivided Profits.....	1,173,732.23
Discount Collected but Not Earned.....	1,310,857.63
Dividends Declared but Unpaid.....	547,717.50
Reserved for Taxes.....	469,592.02
Rediscounts with Federal Reserve Bank.....	8,345,000.00
Letters of Credit Drawn Against.....	4,258,487.83
Acceptances executed for customers.....	1,800,000.00
Time Deposits.....\$	2,095,266.97
Demand Deposits.....	191,204,769.91
	\$233,205,424.09

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JOHN N. OTT.....Asst. Attorney

First Trust and
Savings Bank

Statement of Condition at Close of Business Dec. 31, 1917

ASSETS

Bonds.....	\$26,204,504.98
Time Loans on Collateral.....	26,155,349.06
Federal Reserve Bank Stock.....	300,000.00
Demand Loans on Collateral.....\$	17,485,718.01
Due from Federal Reserve Bank..	3,842,512.13
Cash and Due from Banks.....	8,936,151.48
	\$82,924,235.66

LIABILITIES

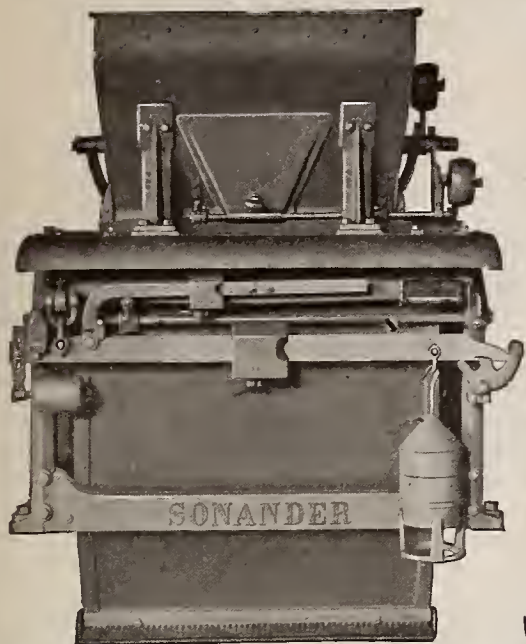
Capital.....	\$ 5,000,000.00
Surplus and Undivided Profits.....	5,648,797.07
Reserve for Interest and Taxes.....	362,131.72
Time Deposits.....	\$52,520,736.80
Demand Deposits.....	19,392,570.07
	\$82,924,235.66

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SONANDER Automatic Grain Scale

You will have to comply with the term "adequate" and surely want to insure payment of your railroad claims.

Write to your nearest office for booklet of accurate weighing of grain and the accuracy of the Sonander.

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*The World's
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Endorsed and specified
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**The HUMPHREY
Patented Strictly Auto-
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Adapted for use on all new and old
Elevators of this type.

Particulars on application.

Humphrey Elevator Co., Sole Manufacturers.
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Elevator Machinery and Supplies

**FLOUR and FEED MILL MACHINERY
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PULLEYS, SHAFTING, GENERAL POWER TRANSMISSION
MACHINERY, ROLL GRINDING AND CORRUGATING

Largest Factory and Stock in Western Country

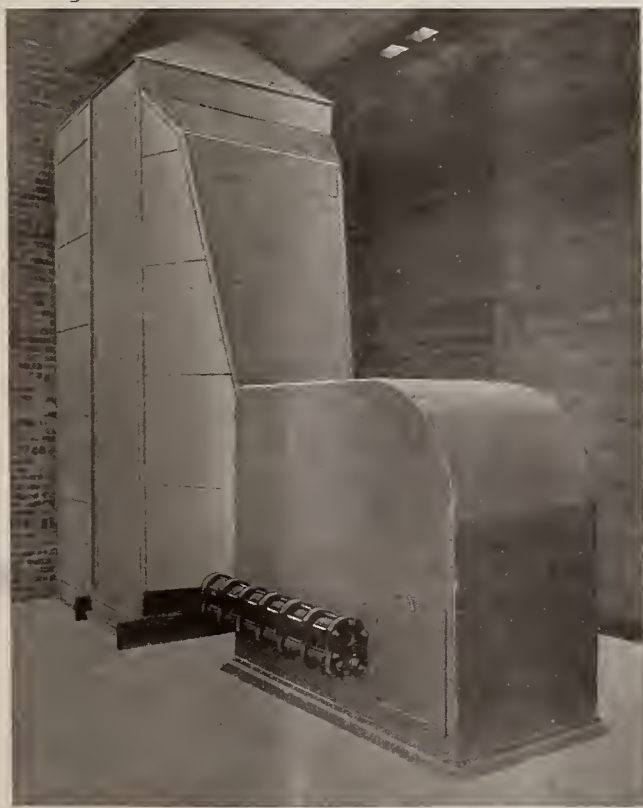
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Advanced Ideas

The main point of difference between the ordinary and the high class article is that the one embodies stationary and the other advanced ideas. Grain driers are no exception to the rule and if you are interested in a high class drying apparatus we would be glad to correspond with you.

The Ellis Drier Company

Postal Telegraph Building

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Chicago, Ill.

OAT
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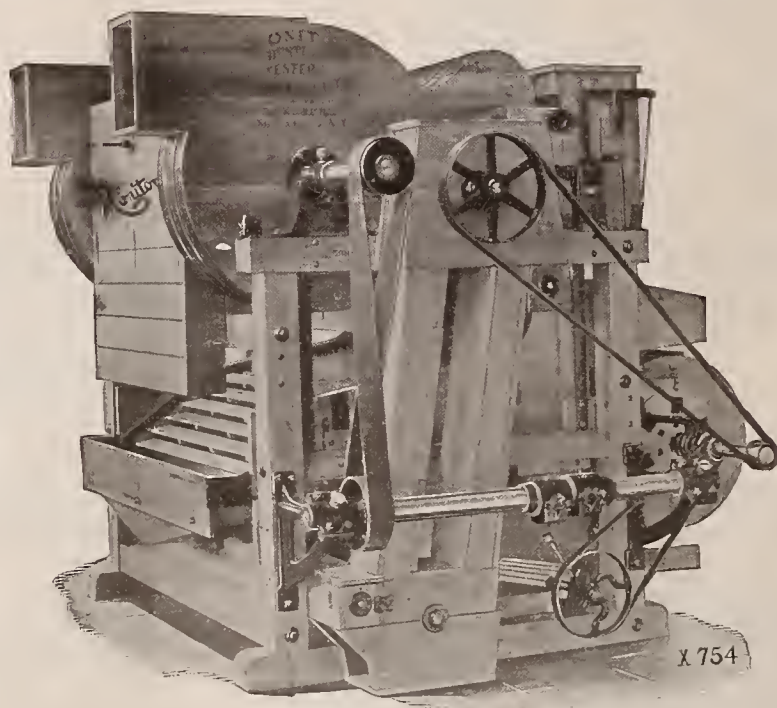


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We never make lying claims about any of our machines, and we know and assert no machine ever built by any competing house ever approached the work done by

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MONITOR
NORTHWESTERN
SEPARATOR



On Rye, Wheat
or Barley
Mixed with
Oats

We have too much respect for the grain men of the country to try to pull off any false or camouflaged statements trying to mislead them. We *have* originated more new machines and made *more* improvements on Grain Cleaners than all other manufacturers combined.

HUNTLEY MANUFACTURING CO.
Silver Creek, N. Y.

AND

HUNTLEY MANUFACTURING CO. Ltd.
Tillsonburg, Ontario, Canada

A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year.

English and Foreign subscriptions, \$1.75 per year.

Established in 1882.

VOL. XXXVI.

CHICAGO, ILLINOIS, JANUARY 15, 1918.

NO. 7

Addition to Omaha Grain Storage Facilities

THE dawn of the city of Omaha, Neb., as a grain market may be said to have appeared about the year 1904 with the construction of the Independent Elevator by the Chicago Great Western Railroad. Through the efforts of the Omaha Grain Exchange at that time, the transportation companies were compelled to recognize the Omaha market and readjust railroad rates on grain throughout the state, so that shipments to Omaha and from Omaha to other markets could be made for the same tariff rate as the through rate from place of origin to those markets. It therefore made it possible for the Omaha grain merchant to sell to exporters or large consumers to better advantage than before they had a home market and in the two years following, no less than 10 terminal elevators sprang up to store the large quantities of Nebraska and Western grain.

The Independent Elevator, as built at that time, was of entire steel construction and consisted of eight steel storage tanks, and a working house with a total storage capacity of 1,040,000 bushels. Now

there has just been completed by the Folwell-Ahlskog Company of Chicago the new storage addition shown in our illustration, also owned by the Chicago Great Western Railroad and operated by the Independent Elevator Company. A corner of the old steel working house is shown connected by steel gallery to the new storage.

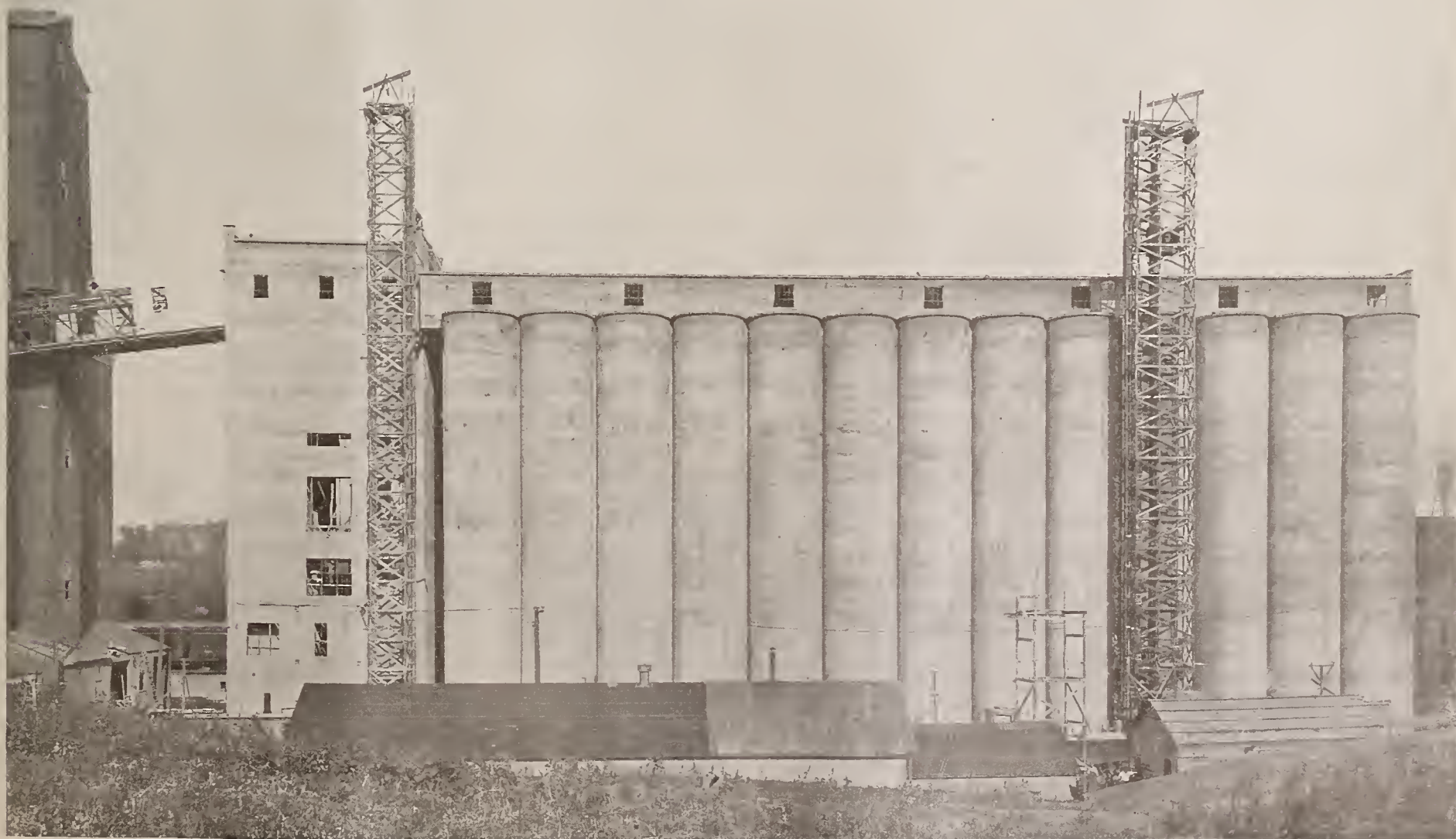
The new elevator was commenced last July and completed in October. It consists of drier and cleaning house, sacking house and power house and 39 concrete bins, 14 feet in diameter, affording a total capacity of 600,000 bushels of grain. The drier and cleaning house is one building and corresponds to the average working house. The first floor contains a Morris Cooler and the second floor a 1,000-bushel Morris Drier and the cleaning machinery. These last consist of two Richardson Oat Separators, two Invincible Needle Machines, one Invincible Dust Packer, one sacking scale. The bleacher plant is in a separate concrete building equipped with two 10,000-bushel storage bins and two 4,000-bushel elevator legs to feed and remove

grain from the bleacher and also to elevate from the two storage bins and spout back to the shipping leg in the old elevator. Grain is brought to the bleacher by screw conveyor in the underground tunnel. The bleacher is equipped with sulphur pump, and sulphur storage with concrete roof over the bleacher furnace.

The grain sacking plant is level with the cooler floor. The dust house is just west of the drier and cleaner building and consists of three stories. A coal bin is level with the ground, a bulk dust bin is 12 feet above the ground with the packing floor above the dust bin and so arranged that dust can be shipped out either in bags or bulk.

Grain is brought from the old working house through a steel bridge and distributed to the drier or cleaner bins by fixed spout from the turn head at top of building. Two belt conveyors, of 15,000 bushels' capacity each per hour, extend over the top of the tanks and grain is taken back to the old house by tunnel beneath.

The power house is placed between the drier



NEW CONCRETE STORAGE ADDITION TO THE INDEPENDENT ELEVATOR, OMAHA, NEB.
Constructed by the Folwell-Ahlskog Company, Chicago, Ill.

building and the old elevator, and contains two 100-horsepower boilers with a 125-foot steel stack. A new office building is 14x24 feet and consists of general offices, employees' room and lavatory with private office for the heads of the company. Both the power house and the office are built of brick with concrete roof and floors.

At the same time of the construction of the new addition, the old elevator was remodeled throughout, and equipped with individual motor drives to take the place of the old line shafting. Most of the old spouting was rebuilt, the drives remodeled and the old steel legs partly renewed, the clutches rebuilt and adjusted. All the new equipment in-

stalled was provided with Morse or Link Belt Silent Chain drive and the old equipment was provided with new motors and changed from belt drive to silent chain drive.

The dust collecting system was entirely gone over and new Cyclone Blow Pipe System was added to the line of Day's Dust Collectors. The large storage tanks were provided with the Zeleny Thermometer System for ascertaining at all times the temperature of the grain in the bins.

The greater part of the machinery equipment was supplied by the Weller Manufacturing Company of Chicago, Ill. The individual motors are of the Allis-Chalmers and General Electric type.

Handling Salvage Grain

Kentucky Public Elevator Grain Salvage Makes Record—Great Saving Made over Wreckage Bids Offered—Advancing Market Helps the Adjustment

BY A. W. WILLAMS

A RECOVERY of more than 30 per cent on the value of grain salvaged after an elevator fire was recorded early in October in Louisville, Ky., on completion of salvaging operations which followed the Kentucky Public Elevator fire. This is believed to be the best percentage of recovery after an elevator fire where the building was totally destroyed, up to date. It is compared with what is claimed to be the best previous showing, made in the case of the Maney Milling Company fire at Omaha, Neb., where a recovery of 29.5 per cent is reported.

In the Omaha fire the amount of grain involved was about one-third of that involved in the Kentucky fire. Another item cited favoring the Omaha case is that the Omaha elevators are terminal elevators, while that at Louisville was classed as a country elevator. Salvaging operations, also were conducted under expensive handicaps at Louisville, for it was necessary to make extensive repairs to the drier plant and the boiler house of the Kentucky Public Elevator Company before the grain could be dried.

It is understood that both cases of salvaging enjoyed much the same advancing market conditions, something that worked to the advantage of the insuring companies very neatly. One of the insurance companies interested in the fire at Louisville received net returns from sale of the grain on which it had issued a policy that were more than 10 per cent higher than the amount it paid out to the assured. There was another case of a Louisville grain man, owner of a lot of rye, who declined to take it off the adjuster's hands at a price below the market. This same dealer eventually bought that identical rye at an advance of 42 cents a bushel over its market value at the date of the fire.

There are quite a number of interesting points for the elevator and grain man in a report which has been prepared on this salvaging operation by the manager of the Southern Adjustment Bureau at Louisville, Hugh W. Young. In view of the unusual conditions involved in the case and the specially high returns on the salvaged grain, Mr. Young made up a report to the companies which were interested in the losses. The fire occurred on Sunday, February 26. The long lapse of time until complete settlement was effected is explained by the unusual conditions referred to and a desire of the directors of the salvaging operations to take all possible advantage of the breaks of the market.

The fire completely destroyed the elevator building itself. The boiler house was saved with considerable damage, while the drier, though damaged, was not destroyed and the superstructure of the 23 reinforced concrete tanks set 50 feet from the main structure was destroyed. Grain in some of the tanks—those nearest the building being damaged—was fired, by the heat from outside or by embers dropping from above. All of the grain handling equipment was ruined and on the morning after the fire only a network of wreckage remained. A railway wrecking crew was put to work before

any progress could be made toward saving the grain. This work was begun on the morning after the fire, the Underwriters Salvage Company taking charge of the actual operations on the ground.

Grain handled by the Kentucky Public Elevator Company, which owned and operated the plant destroyed, was received from its various customers on the following basis: Certain space was allotted to each customer and the grain weighed in as received and kept separate. Grades were not considered by the elevator company, the only responsibility assumed being that of delivering to its customers as many bushels of the various kinds of grain as had been weighed. Each customer directed the elevator company as to the change of location of his individual grain on the elevator premises. In other words the quantity of the grain was a matter of record with the elevator company but its location was at the direction of the customer so long as it was confined the space allotted to him. This space included wooden bins in the frame iron-clad building and the 23 reinforced concrete bins located 50 feet from the elevator.

Records of the grain stored with the company at the time of the fire are therefore indefinite as to the location, so far as the wooden bins and the concrete bins are concerned. These records showed:

IN ELEVATOR AND CONCRETE BINS

Corn	210,357 bushels.
Wheat	19,871 bushels.
Rye	40,671 bushels.
Oats	39,707 bushels.

310,606 bushels.

IN CONCRETE BINS, APPROXIMATED

Corn	37,400 bushels.
Rye	18,347 bushels.
Oats	16,800 bushels.

72,547 bushels.

Records of the salvaging operations on the two groups of grain noted above show that the first lot was sold without classification, while the second was handled in order of the three items. They are:

Recovered and sold from elevator and bins.....	136,516 bushels.
--	------------------

Recovered and sold from concrete bins:

Corn	34,107 bushels.
Rye	17,755 bushels.
Oats	14,358 bushels.

66,220 bushels.

Adjustment values of the entire amount of grain in storage and affected by the fire were agreed on immediately after the fire, Alfred Brandeis, of A. Brandeis & Co., Louisville, assisting in this work. At the time, it will be recalled, market values were advancing steadily and the early adjustment was desirable, particularly to the insurance companies. Detailed figures on valuation and salvaging show:

Value of all grain at time of fire....	\$351,092.47
Total gross sales of salvage.....	170,581.48
Total costs of salvaging.....	51,312.84
Net returns from salvaging.....	119,277.64

In explanation of the apparently high cost of the salvaging operations there are a number of items that should be noted. In the first place clearing away of the tangle of wreckage so that the heaps of wet grain on the ground could be reached was a costly proposition. Local drying facilities were not available. The railway strike had been threatened at the time and there was such a congestion of freight in the Louisville terminals that shipment to driers outside of the city was impossible. Although the drier at the Kentucky plant had been badly damaged it was found that it would be possible to repair it sufficiently to serve the purpose. Extensive repairs were necessary and makeshifts had to be built for handling the grain, to take the place of the facilities for operating the drier, while the boiler house which had in the main escaped serious damage had to be doctored up. All of these difficulties were overcome and the drier was put in satisfactory operation before there was any further deterioration in the salvage from delay in drying it.

All of the elevating machinery of the concrete bins, as indicated in a picture previously published in the "American Grain Trade," was destroyed and there was no way to get the grain out of them until the tunnels leading to the elevator building were cleared. The walls of the elevator building had fallen toward the concrete bins and the space between was filled with wreckage. Repeated inspections, however, were made of the grain in the concrete bins. From day to day this was suffering no additional damage except in the cases of two containing corn. These were afire on the inside. The fire in one of these was smothered out. The other was handled by chiseling a hole at the base of the bin, working from the outside, so that the contents were permitted to run out on the ground. All of the rest of the grain remained in the bins until it was possible to remove it as sold.

Sales of this grain were handled in an interesting way. Immediately after the fire the Southern Adjustment Bureau was besieged by grain dealers from all parts of the country who sought to buy the salvage as it lay in the wreck. The best offer received from these sources, however, was \$20,000. Mr. Young notes that it would be fair to state in this connection the bids were so far under the bureau's estimate of the value that no effort was made to see if any material increase would be made in them. Results make these offers seem much more inadequate than they did at the time and bear out the judgment of the salvage organizations. In spite of the fact that the estimated cost of salvaging was staggering it was concluded to go through with it and it is still believed that even without the unusual advance of the market this plan would have been the better one.

Conclusions reached by the insurance officials in connection with these operations and relating to the fire are of direct interest to the grain handling trade. In the first place the experienced salvagers conclude that under normal conditions, without considering market advances, better returns are to be obtained by salvage operations than by selling in the wreckage.

Other points made may be noted as follows: Under normal conditions, when the contents do not become ignited, grain in concrete bins directly exposed to an elevator fire at the same distance of 50 feet, the damage would range between 15 and 60 per cent. In this fire it has previously been pointed out that a fire wall is necessary to insure immunity for grain in concrete bins. Much of this grain was only slightly damaged, however, and an abnormal demand for grain from the alcohol manufacturers, to whom a slight deficiency was of small importance helped sales of this particular grain.

The superstructure of all concrete bins should be fireproof. Wooden runways ought not to be erected for in a fire which destroys the elevator plant they will be destroyed. The top of concrete bins should also be covered when fire occurs so that burning embers will not fall into the grain and start inside fires, which are difficult to control.

A Grain Elevator Tour in War-Time

No. 2—Memphis and Some of Its Elevators

BY JAMES F. HOBART

THE first unexploded bomb which I run across on this trip—provided the bomb doesn't see me first—will be sent to Mr. O'Ryan, the artist who is collaborating with me in this series of articles. When I opened a copy of the December "American Grain Trade," which was lying on an elevator superintendent's desk in Memphis, I found that "yours truly" had been represented as smoking a corn cob pipe on the deck of a river steamer. Just think of it—a corn cob pipe and the malicious artist is well aware of the fact that I don't even smoke cigars. Without a doubt, elevator superintendents will hereafter associate me with that villainous pipe, and I may be forced to lay in a supply of "corn cobs" for purposes of identification on the remainder of this tour. It is hardly more difficult to get to the first line trenches in Europe than it is to pry one's way into grain elevators under their present system of war protection. And if the mere sight of the corn cob pipe will not serve to reassure the superintendent perhaps it may be necessary to hunt a nearby barn, with some smoking tobacco and learn the "how" of it with the usual painful results. Thinking it over again, maybe I'll send two bombs!

The trip from St. Louis to Memphis was by no means devoid of interest. All the way down the river there seemed to be an unwarranted afferves-



TEN-MAN-POWER FOR SUGAR, ONE FOR FLOUR

cence among the negro roustabouts, about 30 of whom were carried by the boat to unload and load freight at the several landings. Finally it developed that one big roustabout and his "bunkie" had smuggled a whole gallon of alcohol on board at St. Louis and they had been absorbing the fiery "ambrosia" daily since leaving St. Louis, until at Caruthersville they became very obstreperous and were duly and suddenly dropped through a hatch into the afterhold of the boat to cool off. At Caruthersville, Mo., the ringleader was turned loose ashore and very promptly retired behind a negro shack and cut his throat from "ear to ear." But he made a bad job of it and was detained in police hospital when the boat proceeded down river after 6 busy hours of freight unloading, up a 50-foot levee.

Unloading freight at night, in a soaking rain, up a bluff of slippery clay, 70 feet high, is no joke. If you think it is, especially at night by searchlight illumination, then just try it at Locust, Tenn., and you will find it is not. At that stop I noted the facility with which flour went up the bank, each man shouldering a sack and climbing with ease.

While the flour went up in one-man sacks, the sugar was "toted" by 10-man-power, six darkies shouldering a barrel, by means of shoulder poles



THE MATE ELUCIOATED

and grab hooks. Then, they toed gingerly up the slippery plank with two more men ahead, pulling on ropes attached to the shoulder poles, and two more men behind, "doing the push!" Surely the flour has it "all over" the sugar when it comes to bank climbing!

As the boat approached Memphis, mills and factories began to show themselves along the high banks, which were accentuated by the exceedingly low stage of the river at this time. Soon, derricks appeared and piles of yellow material which looked like waste from a mine. I have since found that the mill was one of the famous hardwood mills for which Memphis is noted and of which that city is the center of industry in the United States. But I did not know it at that time, so asked the mate: "What kind of factories are those, sir?"

The mate rolled one eye to starboard, then drawled: "Them's sawdust factories!" Don't wonder he gave that title for the sawdust piles were very much in evidence. I wonder if he would call flour mills "bran factories?"

Memphis is the center of the cotton industry as far as the market is concerned, as well as the center of the hard wood industry. And cotton certainly was everywhere, bales and bales of it loaded on queer looking horse-drawn two-wheeled drays were in sight everywhere.

A search for the postoffice soon discovered that fine edifice, high on the river bank, sandwiched between the Public Library and Confederate Park from either of which places a fine view of the river was to be had for the looking. And right down, almost below the post office, a bunch of dredges were busily scooping up Tennessee soil and depositing it upon barges to be towed away. For "Old Mississippi" has been doing bad things just above Memphis, cutting across into Wolf River and depositing a high bank of sand right in front of Memphis which threatens to make that an inland city instead of a great river metropolis. But Uncle Sam is working with might and main to keep the river in bounds and a good bit of the River and Harbor appropriations can evidently be spent to



CAMOUFLAGING A PACKAGE, ABOARD

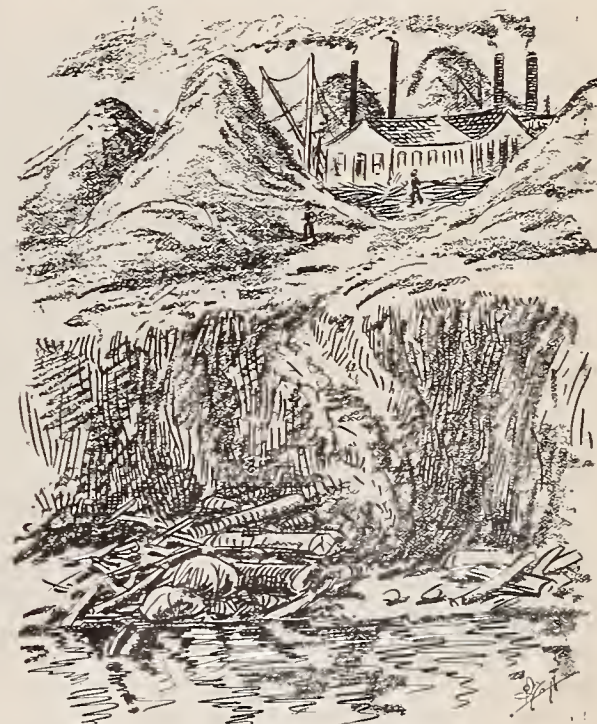
advantage right at the very doorway—or waterway—of Memphis.

A big bunch of letters was found at Memphis and I soon found my way into Court Park nearby and sitting down to read the letters, was quickly covered with a swarm of doves and a bunch of gray squirrels. This park is noted for its pigeons and its squirrels. Four peanut stands, one on either corner, make good livings for their owners just by selling peanuts and other things for visitors to feed to the squirrels and pigeons. I had a few peanuts and the squirrels searched my pockets for them while the doves perched on arms and hands and fought each other viciously for the nuts.

Talk about a dove as the "emblem of peace!" Bah! There is not a more scrappy bird or a worse and dirtier fighter than the dove when he wants something which another dove or a squirrel has possession of. But the squirrels make them hustle around for what they get.

"No Dogs Allowed" is the sign at either entrance to the park and the order is very rigidly enforced against cats, too, by the old policeman who stays in the park all the time. When puss comes, the old man, the very picture of "The Ancient Mariner," siezes his trusty gun, which speaks once, and the feline is no more. But he never shoots a dog. When one comes, it is inveigled into the comfort station and a tin can and turpentine are vigorously applied, the dog turned loose and never comes back to Squirrel Park again!

After a few minutes' search I was located near the park and for two days looked around town, basked in the pleasant sunshine and hunted up the loca-



THE "SAWDUST FACTORIES"

tions of various elevators in town. Then, next day, "Biff, bliz, blow" and down came 10 inches of snow with a zero thermometer. Everything was frozen—bath, toilet and basin, and stayed frozen as long as I was there. I tried to visit some of the elevators, but the street cars were demoralized and the street stalled full of them.

On the morning after the snow, I counted 30 abandoned automobiles while walking four blocks to the post office. Well, they may get thawed out by the Fourth of July, but hardly before that! They don't know what to do with snow in Memphis. It simply paralyzes everything, and zero weather does the rest!

As soon as one or two trolley cars got thawed out enough to make occasional trips, I hied myself to a little elevator, not 100 miles from Florida Street in Memphis, which handled corn mostly. They were receiving corn in the husk when I arrived and several colored workmen were in evidence with dust muzzles tied over their faces. Clouds of dust from the corn husker completed the picture.

The corn was forked out of a car by from two to four men, and after reaching the platform along the railroad, the corn had to be raised nearly another foot and coaxed into an opening to a dinky little elevator leg, said leg requiring the constant atten-

tion of another man with a pitchfork, to keep the ears of corn from getting choked in the elevator boot.

"Four carloads today" was the proud statement of the young man who was foreman of the sheller gang. Two men were working at the continuous compressor which took care of the husks, and they missed so many bales through defective tying and for other reasons, that the almost constant attention of another man was required to remove the unbaled husks and to stuff them by handfuls into the cob outfall of the sheller, from which point the husks were caught up by the blower and again sent around



FRIENDLINESS IN THE PARK

to the baler which was fed from the discharge of a cyclone dust collector.

The machine was set so close that it ground the cobs into small pieces, but it must be confessed that not a kernel of corn came out with the cobs. The latter were used for fuel under the boilers of the elevator power plant. And they used a pair of horses and a big truck for hauling the cobs from the husker to the boilers, and to make the matter more interesting—and costly—they had to wheel the cobs 80 or 90 feet before they could load them into the truck. Kept the truck standing by the husker platform nearly all the time, waiting for cobs!

While I was there, a light delivery wagon came and took away a load of the cobs. "I don't know what he intends to do with them," said the elevator superintendent to me, "but he is a blacksmith and I have an idea that he is working out some kind of a scheme to use the cobs for fuel instead of coal. If he makes it work I will charge him enough for the cobs that I can afford to buy coal for my boilers!"

The rudiments of a conveyor were in sight, whereby the cobs could be delivered right to the boiler house, but that was some time in the future, judging by what had been done. While watching the husk baler, I saw the lazy colored help pass one of the division boards part way down into the baler, where it caught on one edge. Instead of instantly giving the board a blow to drive it home before the loader lever had bunched a lot of stuff against the board, the workman leisurely waited a few moments, then tried in vain to drive the board down with a sledge. But it was of no use. The compressor belt had to be removed, some of the husks dug out and the mangled board removed. Twice, during 20 minutes, I saw the same thing done, the husk collector choking up each time to the extent that made it necessary to stop feeding corn until the baler had been put to work again.

"Why don't you lower the conveyor so you don't have to shovel corn up into it?" I asked of the young man in charge of the outfit.

"We are done going to do that pretty soon," he replied. "These people have found out that I know what I want and how to run this plant, and they are going to give me all the things I have asked for. They were running two huskers and only getting three carloads of corn a day through them. I am only running one husker now, and am putting through four loads and could do better if we did not have to stop and wait for one thing and another."

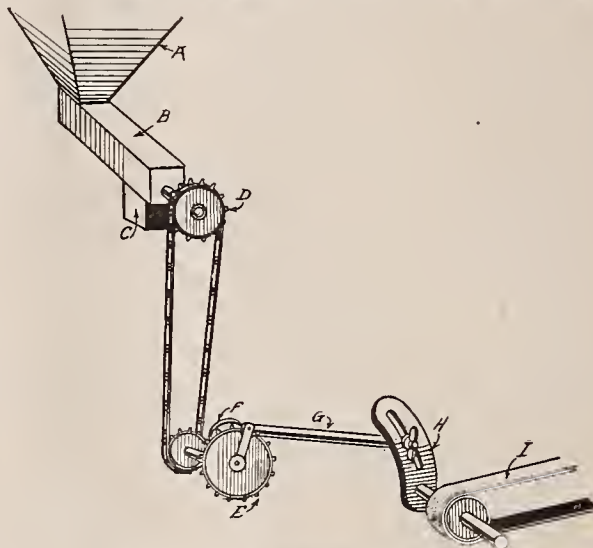
"I am just going to cut down the expense of

running this plant. Why, now, it takes all they make from handling three cars of corn, to pay the running expenses, and I am going to cut off a lot of this help as soon as I can. There are practically three men working at the baler all the time, and two men have got to do the work. Yes, there are four men there nearly all the time now, because one of them has to take care of the waste husks which the balers let pass through loose. That man is going to be out of a job a little later.

"Then the baling itself must be done by one man. I have operated balers all alone by myself, and I know it can be done, and if those men can't work up to it, I shall find some who can. No, I don't expect one man to sit at that baler all day. One man has to be around to take away the bales and handle the small necessary amount of mis-baling, so those two men can change off, in order to rest each other once in a while. But one man can, and has got to do the actual work of baling and wiring after we get things figured down where we want them."

The superintendent then came upon the scene and I engaged him in conversation. I found that they were sending the baled husks down into Texas where the husks were sold at \$17 per ton for forage, the hay crop having failed completely in that section—at least so the superintendent stated.

I left the corn husking elevator and went across town, through the snow and ice to another plant



FEEDING AND PROPORTIONING DEVICE

upon the Illinois Central Railroad, the Union Elevator, which proved to be a very interesting "Triple Alliance" operated in a most peculiar manner. The Union Elevator Company operates the elevator part of the structure, but leases some of its warehouse room to Edgar Morgan who makes and sells chicken, stock and sweet dairy feeds. Another portion of the property is occupied by L. N. Cook, who deals in oats and some other commodities. The Union Elevator holds, carries and loads out stock and material for these two gentlemen, who each in turn, own one-half of the Union Elevator. Thus are wheels within wheels, and all a-going 'round.

The elevator has on hand considerable grain at present,—a whole lot of good red oats which have been in storage for some time. They also carry a lot of wheat, but no good wheat suitable for flour milling. They carry only refuse "feed" wheats such as may be used in the several specialties handled by the parties above mentioned.

Thus the Union Elevator, the parent company, is owned by the two tenants, who in turn provide the business for the elevator and keep it busy about all the time on their own work. The elevator, however, does a little local business such as is offered, but its work mainly lies along the lines above indicated.

The mixing of the sweet feed is done in a long pug-mill conveyor. About four feet of its length is devoted to dry mixing of the several ingredients. Then the molasses is added directly into the mixing conveyor by means of a rotary pump, so arranged that the molasses is carried into the mixer by the teeth of gears, the meshing together of the gears preventing the return of the molasses, which is thus forced positively out of the pump and into the conveyor trough.

The feeding of each dry material is effected by

means of an elevator and a conveyor for each ingredient. The conveyor takes the material from a bin and the conveyor worm is operated intermittently as required to draw out the proper amount of each ingredient. All the machines in this elevator are electrically driven.

While the molasses measurer is located at the mixing conveyor, the other measuring devices are scattered about the elevator, one at each bin used in the feed mixing, and only those conveyors are used which are under the ingredients required for the particular kind of feed which may be going through.

Usually the feeding conveyor would be located near the ceiling, close under the bin-hopper as shown at B, in the sketch, just beneath hopper A. The spout C leads to the boot of the elevator which delivers material to the mixer-conveyor. The little feeding conveyor shaft was driven intermittently by means of the gear and sprocket chain D which connected the conveyor with another shaft, mounted on a bracket shelf on a convenient post, within reach from the floor, so that the travel of ratchet F may be easily adjusted to revolve ratchet-wheel E by any desired number of teeth. This is effected by the connecting rod G which is adjustably connected to the slotted crank H, which makes a complete revolution, driven continually by belt I, while gears E and D are given a greater or less partial revolution at each revolution of crank H. Thus the feeding of any pre-determined quantity of material from hopper A, is brought about with considerable accuracy.

In the office of the Union Elevator, I presented my credentials and asked permission to go through the elevator. After a severe catechism, during which checks, photographs and letters were shown for additional identification, the manager of the elevator delivered his ultimatum that I was not to be allowed to visit this little elevator!

"Why," the manager continued, "a bomb with a partly burned fuse, so they tell me, has recently been



LEAVING MEMPHIS TO ITS CHILLY FATE

found in another Memphis elevator, and an Illinois Central Railroad fireman recently almost shoved a bomb into one of the engines. No, sir, I am very sorry, but we allow only accredited representatives of the insurance companies to pass through the elevator, and before we admit them, they must each show a card from the Insurance Board, with the photograph of the inspector directly printed on the back of his card!"

So then I departed without having "visited" the Union Elevator in Memphis. There were several other elevators in town, but the snow, the ice and the "squirrels" were so fierce that I determined to leave immediately for New Orleans, and I discarded the boat for a fast limited train.

How did I find out about all that feed mixing stuff in the Union Elevator when I wasn't allowed to visit the elevator? Oh, dear reader, that was easy. It is one of the tricks of the trade. Sometimes it is found to be much easier and better to go through a plant first and then ask permission afterwards! But in this instance—why, I had to go the whole length of the premises right through the body of the elevator in order to get to the triple offices of the concern. And then, coming back, I had to go through the elevator again. This time, the superintendent of the elevator was with me, and of course—we talked!

Nebraska's New Fireproof Elevator

An Interior Nebraska Elevator With Capacity and Equipment of a Large Terminal House—Detailed Description of Plans and Admirable Equipment

SOME thirty-odd miles west of Omaha at Fremont, Neb., the Nye Schneider Fowler Company has just opened up its new elevator which is one of the finest houses in the state. Fremont enjoys an admirable strategic position for the handling of grain. As to freight rates, transit privileges, train service, etc., Fremont is always on a parity with and sometimes better than Omaha and other competitive markets. The location gives it the advantage on west-bound traffic not only in mileage and rates but in the avoidance of switching delay through congested railroad yards of the large city terminals, and the advantage in this latter respect is in evidence on all grain traffic, as arrivals are usually unloaded on the day they arrive, whereas in city terminals the interval between sale and unloading is usually from 3 to 5 days and sometimes longer. Via the Chicago & North-Western Blair cut-off the Fremont distance to Minneapolis and Chicago is actually 20 miles shorter than via Omaha. Grain routed beyond and via Omaha is made up at Fremont at night in through trains and is usually in the out bound yards of connecting carriers early next morning.

The new elevator is on a point of land between the main tracks of the Chicago & North-Western and the Union Pacific Railways, and is also served by the Sioux City-Lincoln Division of the Burlington. The plant is built of fireproof materials throughout and a detailed description is of interest as showing a model equipment for a house of this size.

The working house is a structure 80 feet 4 inches long by 44 feet wide, having a stair and passenger elevator tower 12 feet by 14 feet. The main bins are circular, five of these circular bins are divided into quarter-bins, while two of the circular bins are divided into 3-bins. The house contains in all 46 bins. It has a

Monitor Receiving Separators; one No. 9 Monitor Oat Clippers; one No. 9 Monitor Scourer; two No. 5 modern oats separators; one double needle machine; two 36-inch receiving belt conveyors; two 36-inch storage belt conveyors; one 36-inch shipping belt conveyor; one 24-inch drier belt conveyor; one line 8-inch screw conveyors in basement for screenings; one line 8-inch screw conveyors across track shed to load wagons; three 2,000-bushel receiving and shipping garners; three 2,000-bushel Fairbanks Hopper Scales; four special cleaning garners; two 36-inch double discharging self-propelling trippers;



NEW ELEVATOR OF NYE SCHNEIDER FOWLER COMPANY AT FREMONT, NEB.
Designed and Erected by the Barnett & Record Company, Minneapolis, Minn.

basement story of 12 feet with a 20-foot first floor story, 68 feet of bin story and a 5-story cupola, with a total height of 164 feet from the base of rail to the eaves of the roof.

The track shed adjoins the working house and is a structure 96 feet long by 41 feet wide. This track shed structure has a second story which is used for dust bins, sacking room and transformer room.

The storage house is located within 8 feet of the working house and is a structure 48 feet by 183 feet long divided into 16 circular bins and 28 interspaced bins; and two outer spaced bins, making 46 bins in all for the storage house. The total capacity of working house and storage bins is 800,000 bushels.

The entire construction of the plant is reinforced concrete, including the roof slabs and floors. The outside enclosing walls of the working house are brick panels; the windows are metal and fireproof. All roofs are covered with 4-ply composition roofing.

The plant contains the following equipment: four 2,000-bushel receiving track hoppers; four pairs Clark Automatic Grain Shovels; one 2-drum car pulling machine; one 1-drum car pulling machine; two receiving elevator legs; one shipping elevator leg; one cleaning elevator leg; one clipper elevator leg; one auxiliary leg; two drier legs, making nine elevator legs in the workinghouse; two No. 10

three car loading spouts; three universal distributing spouts, together with a full equipment of fixed and movable spouting. The plant is also equipped with passenger elevator, ticket elevators, man hoist, stairways, etc.

The power used is electrical and is brought to the building in high tension and transformed to 440 volts through the transformers and led from there to the individual motors at 440 volts. The motors are the standard Allis Chalmers 440 volt, 60 cycle motors.

The plant is also equipped with a full equipment of electric lights. The wiring for all lights and motors is run in iron armored conduit and the plant has a full equipment of distributors, switchboard panel boards, etc.

The transmission machinery throughout is the Weller Manufacturing Company's make.

All leg casings and spouting are made of plate steel.

The plant has a capacity of handling upwards of eight cars per hour both in receiving, cleaning and shipping of grain. The plant is also equipped with a 750-bushel per hour Morris Drier enclosed in a brick building, connected to two 72-inch by 18-foot return tubular boilers.

The plant was designed and erected by the Barnett & Record Company of Minneapolis; Mr. George Murray being the Superintendent of Construction.

SHORT RATIONS IN HOLLAND

While it is undoubtedly true that Holland has sent considerable quantities of food into Germany, largely in the form of dairy products and meat, it is probably also true that the nation is now on short rations of bread, for they have almost doubled their population since the war began with refugees from Belgium and interned belligerents of all the nations at war. Our Government is informed that generally more than seven-eighths of the breadstuffs consumed in Holland is imported from foreign countries. Local production has only slightly increased since the war began, and the difficulty of obtaining grain is one of the most serious problems which Holland has been called upon to face. The grain import figures for 1916 were not as satisfactory as those for 1915. The import of rye was much below the average. During the first 11 months of 1916 only 11,725 tons of rye were imported, as compared with 55,032 tons for the same period of 1915. Approximately the same amount of wheat was imported in 1916 as in 1915, but the imports of barley showed a marked decline. The total amount of breadstuffs imported during the first 11 months of 1916 was 757,777 tons, as against 818,426 tons in 1915.

The Government made arrangements during 1916 by which the Commission of Grain Dealers at Rotterdam and the Commission for the Grain Trade at Amsterdam should receive 100 tons weekly to be placed at the disposition of dealers. The demand was so great that this arrangement could not be

carried out during the first month of the year. Persons needing grain for cattle feed were required to state the amount they used during the corresponding periods of 1915, this amount being used as a basis for the 1916 distributions. An average of 30 per cent of the amounts asked for was granted. The Government finally attempted distribution through the various agencies for the grain trade which had formerly existed, the commissions being regulated by law. Breadstuffs for human consumption were controlled even more closely than cattle feed. The local oat crop was requisitioned for the army until sufficient quantities were imported from America. The failure of the Dutch East Indies to supply the usual supply of corn, owing to shipping conditions, necessitated increased imports of barley (fodder), linseed cake, oats and grain from the United States. The price of American linseed cake was lower than other cattle feed. For this reason large quantities were bought in the Netherlands, and more would have been imported had shipping conditions been favorable. The Government held the price of wheat in Holland quite firm. The price from January to September was fixed at \$147.93 per 5,291 pounds; in September, \$178.85; and in November, \$183.31.

Grain shipments to Holland, no matter how grave her need, can only be made in proportion to the allowance given other neutral countries.

Balancing Production in America

A Simple Statement of Some of the Aims and Accomplishments of Herbert C. Hoover and the Difficult Interlocking Problems That Have to Be Taken Into Account

MANY grain dealers, who think they are very near the war zone when they are filling out the weekly report, have an idea that Herbert C. Hoover concerns himself only with the products that pass through the elevator. James B. Morrow points out in *The Nation's Business* some of the complicated problems that Mr. Hoover has to consider in relation to the distribution of the wheat crop. As here shown Mr. Hoover's job takes on something of its true gigantic proportions. Mr. Morrow's article follows in part:

Some day, perhaps, the verb hooverized and its derivative adjectives and nouns will be recognized and defined by the Samuel Johnsons and Noah Websters then alive. In the meantime they ought to be informally described. A hooverized wheat crop means that it is controlled, as to its price and its distribution by the Government of the United States.

That is what has happened to the crop of 1917, and what will happen to every crop that is grown until the Prussian plunderers shall have been conquered and disarmed. The crop is being purchased now from day to day in 14 zones, each containing an important terminal market, and is being shipped to flour mills located in nine separate districts. These men are called zone agents. Their offices are in Baltimore, Buffalo, Chicago, Duluth, Galveston, Minneapolis, Kansas City, New Orleans, New York, Omaha, Philadelphia, Portland, Ore., St. Louis, and San Francisco.

Broadly, such is the Government programme. Speculators can no longer deal in wheat. All of their exchanges have been closed. Government buyers in the 14 zones, dealers themselves before the war on a large scale and now serving without salaries, are purchasing the wheat and paying for it with money out of the national treasury.

From terminal markets the wheat goes to mills to be manufactured into flour. Millers, acting voluntarily, have agreed to limit their profits to 25 cents a barrel on flour and to 50 cents a ton on the by-products of flour, which are known to the trade as mill feed.

The prices of wheat, flour and mill feed have been standardized. Speculators, as has been noted, cannot speculate. Owners of elevators cannot hoard wheat. Millers cannot contract to sell flour for more than 30 days in advance.

Every bushel of American wheat and every pound of American flour shipped to the Allies are purchased by the Government of the United States from farmers and millers in this country and are sold by the United States to the nations in Europe. In all instances, if shipping conditions permit it, flour is sent to the Allies instead of wheat. This is done in order to keep the mills in the country fully organized and to prevent them from being idle part of the time, and also to conserve mill feed so that it can be fed to American live stock.

The business thus done is conducted by the United States Food Administration Grain Corporation, which is capitalized at \$50,000,000 and owned by the national Government. Julius H. Barnes of Duluth is president of the corporation. Many other of the country's best grain men are assisting him. All are working without compensation.

"In the purchase of wheat," Mr. Barnes says, "the Food Administration acts purely in a merchant capacity, buying wheat at the interior terminals

and reselling it on one hand to the millers for domestic consumption and on the other hand for export purposes. To cover the cost of operation the Food Administration adds one per cent to the cost of wheat at interior terminals when it sells.

"The policy and plans now being carried out were unanimously indorsed by a representative body of terminal elevator operators and grain dealers assembled in Washington August 15, 1917, and also by a body of 700 terminal and country dealers in convention at Buffalo three weeks later, in spite of the fact that the plans and policies practically put out of business a large number of the dealers for the period of the war and greatly restricts the activities of others."

Such then is one of the processes in the formula of hooverization. Hooverized wheat, however, does

I purchased during the month of August 200,000 shares of the capital stock of the Grain Corporation at par, in the name of and for the use and benefit of the United States, and received therefor from the Treasury of the United States \$20,000,000. During the month of September I purchased 300,000 shares, being the remainder of said capital stock, and received from the Treasury of the United States the additional sum of \$30,000,000. All of these sums were delivered to the Food Administration Grain Corporation.

The Grain Corporation opened its offices for the purchase of wheat September 4, and from the very day it opened the basis of prices recommended by the President's Commission has not been altered. In some localities during the 30 days preceding the Grain Corporation's entry into business on September 4, the wheat price had fluctuated as much as 70 cents per bushel, making an unusually hazardous business condition for miller, handler, wholesaler, retailer and baker. On September 4 these fluctuations and their attendant hazards ceased.

The Grain Corporation's agents at the various milling centers have distributed fairly and impartially, and in exact relation to the needs of the mills at these points, the entire arrivals. More than that, throughout the milling divisions of the United States (eight of them), with their different varieties of wheat, the distribution has been, with minor fluctuations, absolutely even in the relation which the operation of one mill should bear to another mill, so that all mills have been fairly treated and assured the same percentage of operation as their competitors.

All books and accounts of the Grain Corporation are periodically audited by chartered accountants and supervised by the corporate officers. There are at present operating under Food Administration license approximately 19,478 elevators and 2,606 flour mills, and grain has been and is being purchased and sold by the Zone Agents throughout the United States.—Herbert Hoover.

not mean a 5-cent loaf. A hooverized pig does not mean a fall in the prices of bacon, hams or lard. The hooverization of any article of food cannot lower it to peace levels.

Error begins in a misunderstanding of Herbert C. Hoover's aim, methods and limitations. And of his task, compared with which the twelve labors of Hercules, mainly with lions, stags, birds, bulls, dogs, boars and red oxen, were simple and sporting adventures. Nor did Blondin, the tight-rope walker, perform a more delicate or hazardous feat of balancing in crossing the Niagara than Hoover is doing each day and almost every hour.

What relation have sugar beets to the flour supply of the nation? None, one would say offhand. And what has the price of sausage to do with the price of bread, except relatively and sympathetically? Little, one would answer unthinkingly.

Here are the facts: Sugar beets are grown on land that will produce wheat equally as well. Now, if sugar beets are low in price and wheat is high in price the farmer will plant no beets. The sugar supply then would be reduced.

Millions of acres of land are suitable either for wheat or corn. If corn fails in value, farmers will

turn to wheat, provided wheat is dear. Pigs are fattened on corn. A small crop of corn, therefore, means a small stock of pork.

When Hoover recently announced that meat would not be cheap during the period of the war, the public hurled a few impolite phrases in his direction and heatedly asked: "What good is Hoover, anyway?"

The purpose of Hoover's declaration as to the price of meat was to encourage the farmers who are growing corn. His strategy does not want most of the Western and Middle Western corn lands turned into wheat fields.

Congress, guided by the plans of Hoover, fixed the price of wheat at \$2 a bushel for the crop of 1918. Wheat growing had to be made profitable if the United States, France, Great Britain, Belgium and Italy were to eat bread. Production, Hoover argued, had to be stimulated. Doubling the normal price, and more, would accomplish that object, he said.

But the certainty of \$2 a bushel in 1918 might induce the farmer to turn hoarder or speculator and hold back the crop of 1917 unless the 1917 price were to be made higher. The duration of the war was wrapped in mystery. At the restoration of peace, the farmer understood, prices would crumble. Fighting might cease suddenly. A guaranty, then, of \$2 for 1918, it was believed, might tend to stop the marketing of the 1917 crop.

The President, therefore, was given authority to fix the price of 1917. He called Dr. Harry A. Garfield into the problem, and Garfield asked farmers, workers, economists and business men to help with their counsel and facts. Such were the processes by which the price, \$2.20 a bushel, was established.

The wheat of 1917 came out of the fields and bins and flowed in a mighty stream to market. Hoover's hand was in all of these transactions. Then followed his campaign to obtain a supply of other kinds of food. Wheat made a certainty, he maneuvered against its becoming a monopoly on the farms of the country. Sugar, meat and fats also are necessities. Soldiers can not fight without them. The balancing of Hoover, sugar with wheat, meat with wheat, and so on, proves his vision and statesmanship.

Food is dear. Hoover admits it. But it is cheaper than it would have been had Hoover remained in Belgium. Mr. Wilson sent his war message to Congress on April 2. Hoover was appointed food administrator on May 17. Between those dates wheat

shot up in price from \$1.57 to \$3.50 a bushel. Flour was sold for \$17 a barrel.

The present price of flour is \$11 a barrel. Americans are now eating 10,000,000 barrels every thirty days. Hoover believes that they are saving \$60,000,000 monthly through the right handling by the Government of the wheat situation.

Until lately the zone between the consumer and retailer, so far as the national Government is concerned, has been a no-man's land in a very practical sense. It can be entered, but not directly. The wholesaler and the retailer, the canner, grain dealer, miller and meat packer, whose business totals \$100,000 a year, must now obtain a license from the Government. There were by the census of 1910 about 1,200,000 retail merchants in the United States. Only a few of them, however, annually sell goods to the value of the sum stated.

Most of the food bought for consumption in this country is purchased at small stores and at stalls in city markets. These places do not come under the war laws of the United States. Hoover has no way by which he can regulate the price of potatoes to the consumer when they are bought by a small dealer from the wagon of a farmer. The same is

true of all vegetables and of fruit, eggs and poultry.

Indirectly, however, Hoover can and will in the future control the retailer to a certain extent. The prices that the retailers pay the manufacturers and wholesalers for standard articles of food, such as meat, flour, sugar, potatoes, beans, butter and apples, will be printed each day in the newspapers of the country. Thus the housewife in Boston will always know what her grocer paid for his cabbage. The housewife in Philadelphia will know what her grocer paid for his lard. The housewife in Cincinnati will know what her butcher paid for his beef. The housewife in Pittsburgh will know what her dealer paid for his butter.

If the wholesaler, manufacturer, canner, miller or meat packer charges the retailer higher prices than he should, his license, issued by the national Government, may be taken away from him, his stock of goods may be requisitioned and sold, and he will, if that is done, be put out of business.

Dr. Garfield, who settled the price of coal, also, as has been stated, fixed the price of wheat for the crop of 1917. There are eastern wheat lands and wheat lands in the West. Kansas is many miles farther away from the Atlantic seaboard than is

Silent Chain Drives in Grain Elevators

Why They Are Installed—The Short Center Problem—Reduction of Fire Hazard—Alignment and Lubrication

BY A. FREDERIC LEOPOLD

WITH the increasing cost of coal the use of electric motors has grown to such an extent that almost all of the new elevators and flour mills are incorporating them in their construction. Many of the older plants, too, are changing over to electrical equipment.

After deciding on the proper motors, which, by the way, should have due and experienced consideration, the question of connecting the motors to their respective line shafts and machines arises. Of course, the belt drive, which I will refer to and compare with from time to time, whether leather, rubber or canvas, is first in mind. This is probably due to the fact that belt practice is so common and is almost universally known. However, the maximum efficiency of power transmission is demanded at all times and particularly in these trying

The silent chain pull, on account of the reduced speed, as compared with the belt drive, is possibly higher than the pull in the belt, but it must not be forgotten that for a belt to properly drive, it is necessary for one-half of the actual tension required for the driving to be placed in the driven side of the belt, or otherwise it will not operate, and this is known as initial tension, which is dead bearing pressure.

The silent chain pull on the driving side of the chain is just that which is actually required to transmit the power in order to perform the work which the motor is drawn upon to perform. The silent chain is usually narrower than a belt drive for the same power and, therefore, the pull is not so far away from the bearing, and in this way the bending moments are decreased.

The saving of space must also be considered and here again the silent chains solve the problem because of their ability to operate on short centers. In many cases the adoption of chain drives has effected saving of considerable money, because of this advantage. Where the main shaft is driven from a house outside of the elevator the advantage is apparent. For instance, a building from 20 to 30 feet long to accommodate the necessarily long belt centers, may be reduced to 8 or 10 feet in length by using chain drive.

On account of their flexibility, convenient centers can be arranged. This often saves a great deal of work, as well as expense involved in arranging conditions suitable for the installation of a belt drive.

Because of the positive nature of chain drives an exact speed reduction is obtained and maintained throughout the life of the drive. Since this is true and because of the high efficiency of transmission of chain drives (between 98 and 99 per cent) the resultant saving in actual power consumed means a big saving in dollars and cents in the course of a year's time. This is true particularly where there are a number of chain-driven motors in operation.

The question of how long a chain drive will give satisfactory service has very often been asked. There are so many conditions which govern this that it is almost impossible to give a definite answer.

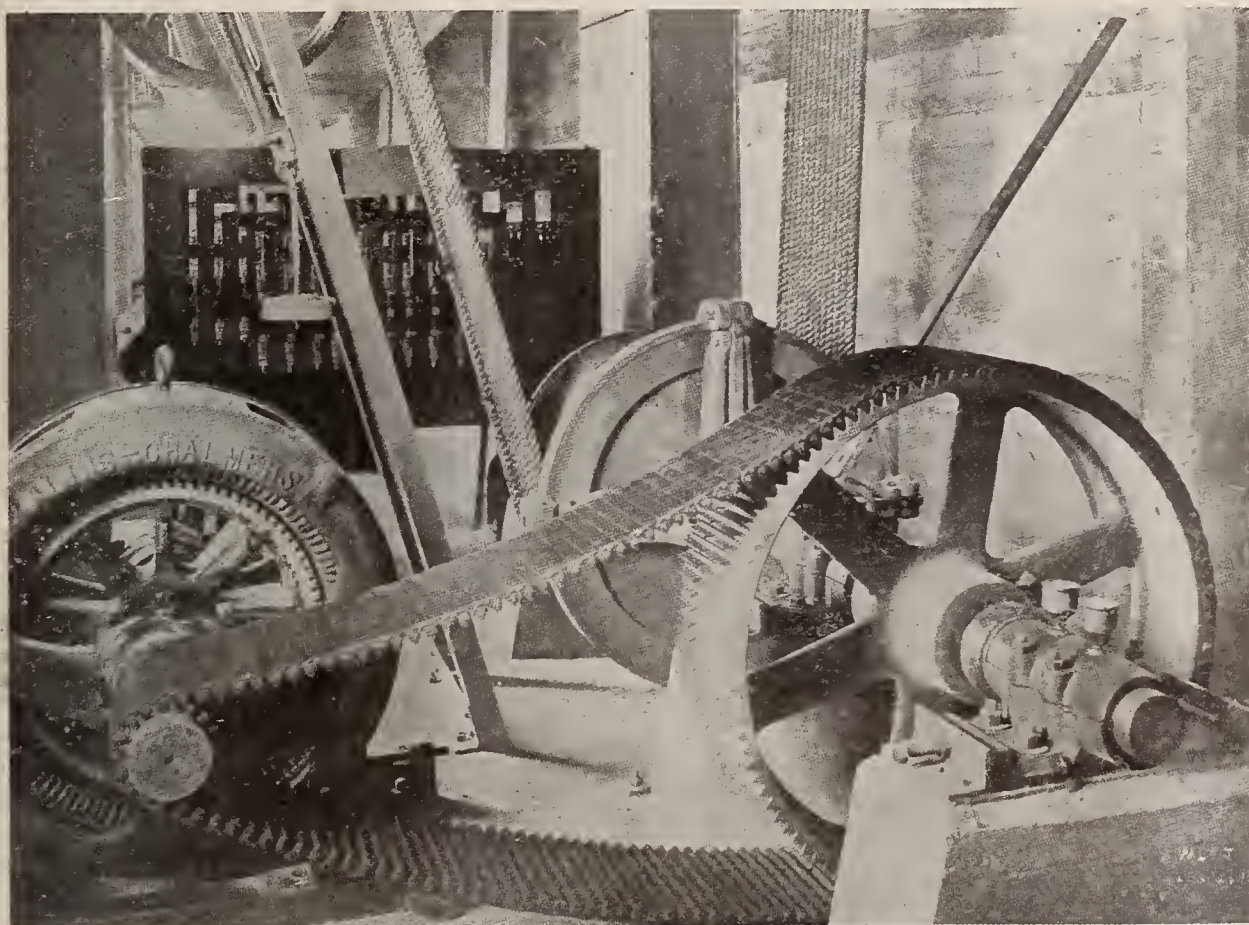
Needless to say, the personal element is the big factor on which the life of the chain drives depends. This factor must be met with at all times in elevator work and chain drives are no exception.

Assuming that the silent chains for the most part are correctly manufactured in every respect, the first step in any chain installation is to so design it to meet the requirements it is called upon to perform.

After the drive is installed the alignment must be watched. That is, with respect to parallel and level of the driving and driven shafts. While misalignment is serious with both belt and chain drives and often proves disastrous, yet the possibility of fire hazard is materially reduced with chain drives for the reason that there is no initial tension which is dead bearing pressure as required in the case of the belt drive. With the alignment properly attended to, the next requirement necessary for the satisfactory operation is that of lubrication.

Silent chains being composed of many links and run at high speeds require oil just like other machinery. To contend that this is untrue violates the first principles in the operation of machinery. A watch needs oil. An engine runs smoothly if well lubricated. Any moving parts will work easily without undue friction or noise if properly designed and well lubricated. The fact is so elementary and so well established, particularly with those in mechanical occupations that it precludes argument on the subject.

From practice and experience it has been found that the centripetal action of a chain drive operat-



SILENT CHAIN DRIVE AND ROPE TRANSMISSION IN THE NEW SOO LINE ELEVATOR AT MINNEAPOLIS

Ohio. There is winter wheat and there is spring wheat. And there are many varieties of each. These facts had to be considered.

The effort now is to obtain in the greatest quantities possible all of the materials of war. Speed is necessary. Balancing is imperative. The need of the nation being known, though vaguely by most persons, men have said: "Stop the manufacture of unessentials. Center the effort of America on essentials."

Whereupon Waddill Catchings, president of the Sloss-Sheffield Steel and Iron Company, does some sensible balancing himself.

"On their face," he says, "jewelry and automobiles are not essentials. But Chile wants them and will give us nitrate and copper in exchange and the United States needs both. Sewing machines and typewriters can be traded for the hides and wool of Argentina. Jute and burlap can be obtained from India for our watches and clocks."

There is no end to the currents and cross currents that are complicating the industry and commerce of the country.

Hoover will try his plan of holding greedy dealers in check through the manufacturers, packers, canners, millers and wholesalers, from whom the stocks of the dealers are purchased. At best, his attempt can be no more than an experiment.

days when the high level of production must be obtained and sustained.

Beyond a doubt, silent chains provide the essential maximum efficiency. Because of their ability to operate on short centers, their positive nature, flexibility and long life, with proper attention, they are being rapidly adopted as the correct means of transmitting power.

Silent chains like belts are made differently. While nearly all silent chains look alike, there is almost as much difference in construction as in belts.

Fundamentally, silent chains consist of a series of leaves or plates held together with pins and washers. With the one idea in view of eliminating friction in the joints and of taking the pressure and wear directly off of the eyes of the leaves or plates, the silent chains have been developed to a remarkably high degree.

In grain elevators, as in other plants, it is of compelling interest that the most efficient means of transmitting power between motor and driven line shaft or machine be used.

Other than the above mentioned advantages, silent chains undoubtedly have added advantages over belt drives in grain elevators in that they eliminate the possibility of fire due to sparks from the slipping belt, also overheated bearings due to journal friction in turn produced by tight belts.

ing at more than 1,300 to 1,400 feet per minute is such as to throw the lubricant tangentially away from the joints where it is most needed.

For chain drives operating at the speed mentioned or below, the proper method of lubricating is as follows: Use heavy cylinder oil. Apply with a brush the width of the chain and paint the inside of the chain with the oil (not the outside). Use this method while the chain is at rest, turning the drive where possible so that no section will be overlooked. This operation should be repeated at least once a week.

For chain drives operating above 1,300 or 1,400 feet per minute a housing or casing should be provided. This casing should be so designed and constructed that it will be oil tight and dustproof. In the bottom of the casing enough heavy cylinder oil should be placed to allow the chain to run through it at all times, thereby insuring constant lubrication, elimination of attention, maximum efficiency and long life.

In nearly all grain elevators there is considerable dust and dirt in spite of the dust collecting system. These elements acting on the lubricant on the chain drives not enclosed have a tendency to and actually do absorb the lubricant, and in many cases destroy the function of the oil to such an extent that the chain runs dry and side cutting in the links is produced. This condition of the chain, unless early remedied, nearly always requires a new chain.

Obviously then, a chain drive regardless of its operating chain speed which is completely encased and running through oil is the most desirable in grain elevators and flour mills.

"Safety First," is the watchword in the modern plant today. Casings make for absolute safety. Employees feel the sense of security around covered machinery. This feature of the casing must not be overlooked. By the use of such a housing and careful attention regarding alignment, the investment of a chain drive is thus insured and satisfactory operation is assured.

NEW ELEVATOR AGREEMENT

At a conference with representatives of the Grain Dealers National Association and the Council of Grain Exchanges in New York on December 19, many questions of interest were taken up and emphasis was placed on the urgent need of co-operation. To prove that the Grain Corporation was prepared to do its part in this, Julius H. Barnes announced that a new agreement with grain shippers had been prepared by the Grain Corporation which will relieve elevators of losses on grain held in storage. The agreement is as follows:

FOOD ADMINISTRATION GRAIN CORPORATION AGREEMENT

This Agreement made and entered into this..... day of....., 1917, between the Food Administration Grain Corporation (hereinafter called the "Grain Corporation"), party of the first part, and the undersigned..... (hereinafter called the "Proprietor"), party of the second part:

WITNESSETH:

Whereas, the Grain Corporation has been created, and is being used, by the President of the United States, as an agency to carry out the provisions of an act of congress, approved August 10, 1917, known as the Food Control Act;

Whereas, the undersigned..... is the proprietor of an elevator located at..... capacity.....bu.; character of plant (wood, steel, concrete, tile), (cross out words that do not apply), or list of elevators attached and made a part hereof (hereinafter, whether one or more, called the "elevator"), which is maintained and used for the storage of wheat, and the proprietor is desirous of aiding and promoting the efficient administration of said Act and of securing the purposes thereby to be accomplished;

Now, therefore, in consideration of the premises, it is agreed between the parties hereto as follows:

First: (a) The proprietor grants unto the Grain Corporation the right at any time, to direct the retention in the elevator of all or any part of such stocks of wheat owned by the proprietor as may at the time of such direction be in the elevator, and similarly to direct the retention of stocks of wheat which may be accumulated in his ownership at any time thereafter, and the proprietor agrees to abide by and perform such direction, and the Grain Corporation agrees to pay the proprietor from the date of such retention

until relinquished or the grain is shipped or delivered in accordance with its direction, a rate of one fifteenth (1-15) cent per bushel per day, which rate covers storage, insurance and interest.

(b) The proprietor grants unto the Grain Corporation, and the Grain Corporation agrees to adjust all or any part of such stocks of wheat as may at the time of such directions be in the elevator, and the proprietor agrees to abide by and perform such direction, and the Grain Corporation agrees to adjust freight and prices so that the net returns to the proprietor F. O. B. the elevator shall be the same as if shipped to the Grain Corporation's basic terminal market customarily used before the exercise by the Grain Corporation of this right of direction.

(c) The proprietor grants unto the Grain Corporation the right at any time and from time to time to engage and reserve all or any portion of the empty storage space in the elevator for the purposes directed by the Grain Corporation, and the proprietor agrees to abide by and perform such engagement, reservation and direction, and the Grain Corporation agrees to pay the proprietor therefor, during such period of engagement and reservation, a fair rate of storage; and as actual grain accumulates in such space, the storage insurance and interest, as provided in clause (a) above.

Second: The proprietor agrees, in the absence of any contrary direction under the grants aforesaid, to ship all wheat owned by the proprietor in the elevator in the regular course of business as fast as cars are available, and to use all due diligence in obtaining



NEW ELEVATOR OF THE LEWELLYN BEAN COMPANY, GRAND RAPIDS, MICH.

cars for such shipments, and agrees that in purchasing wheat at country points the price to the seller will not be depressed by the possible expense of carrying wheat in the elevator due to car shortage. The Grain Corporation agrees to pay to the proprietor to cover insurance and interest on wheat carried in the elevator prior to shipment (except wheat retained by direction of the Grain Corporation, as provided in article first, clause (a) hereof), one-twentieth cent per bushel per day, and in computing such payment, the number of bushels in the elevator on each Saturday shall be taken as the average number of bushels in the elevator on each day during the preceding week. This article shall become effective on any date mutually agreed upon, and may be cancelled and terminated at any time thereafter, without the impairment of the remaining portions of this agreement, by written notice to that effect given by the Grain Corporation to the proprietor.

Third: As additional consideration for the grants and agreements of the proprietor aforesaid, the Grain Corporation agrees that it will protect the proprietor against any decline which may take place at any time in the Grain Corporation's price-basis at the said terminal, to the extent of the unsold wheat belonging to the proprietor in the elevator or en route from the elevator to the terminal.

Fourth: It is understood and agreed between the parties hereto that, except as herein expressly provided otherwise, the proprietor shall be free to continue the conduct of his lawful business, as if this agreement did not exist.

Fifth: This agreement shall remain in force during the effective period of said Food Control Act, unless sooner terminated by the Grain Corporation as provided in article sixth hereof.

Sixth: This agreement may be terminated by the Grain Corporation at any time by giving thirty days' previous notice thereof to the proprietor and in case such notice of termination is given, the Grain Corporation agrees to protect the proprietor, in respect to all his stocks of wheat in the elevator at the date of such notice, against any decline in the Grain Corporation price-basis as provided in article third hereof.

Witness our hands and seals the day and year first above written.

HANDLING MICHIGAN BEANS

The bean crop of western Michigan is an important factor in the food supply of the nation. For some years to come the large acreage of last year will be continued or increased, and to take care of the large local output the Lewellyn Bean Company of Grand Rapids recently opened a new elevator in that city which is efficient in plan and well equipped to take care of its 80,000-bushel capacity.

The house is divided into three parts, the office of one story, a two-story picking and storage house and the elevator. The office and storage are of brick mill construction and the elevator is ironclad frame. A large part of the work in the picking department is done by women and the lighting, ventilation and sanitary accommodations are of the best. The elevator has a receiving capacity of 20 cars per day and can ship 15 cars. It is served by the Pere Marquette, Grand Rapids & Indiana, Michigan Central and the Grand Trunk Railways.

The equipment of the house is most complete and includes four cleaners of 5,000 bushels capacity, a No. 3 Hess Drier, and two hopper and two floor Fairbanks Scales.

The power is entirely electrical. Ten motors of 10-horsepower each operate the several units of the plant, the transmission being partly by belts and partly by chain.

F. E. Lewellyn started in the bean business at Shelby, Mich. As his interests grew he enlarged his field until at the present time he has 15 elevators in Michigan, representatives in New York, Colorado and California. In June, 1917, he moved the general offices to Grand Rapids. A. F. Pfeiffer is vice-president of the company; G. M. Willetts, secretary; and C. E. Hazard, treasurer.

NEW DEMURRAGE RULES

By order of Secretary McAdoo, director-general of the railroads, new demurrage charges will go into effect January 21. The new rules are as follows:

1. Forty-eight hours free time for loading or unloading on all commodities.
2. Twenty-four hours free time on cars held for any other purpose permitted by tariff.
3. Demurrage charges per car per day or fraction of a day a car is released as follows: \$3 for the first day; \$4 for the second, and for each succeeding additional day charges to be increased \$1 in excess of that for the preceding day until a maximum charge of \$10 per car per day shall be reached the eighth day of detention beyond free time, the charge thereafter to be \$10 per car per day or fraction thereof.

The Interstate Commerce Commission approved the filing, the first action it has taken on an order from the director-general.



DURING the Civil War, Cincinnati, located on the Ohio River, and then, as now, one of the great North-and-South gateways, was one of the most important hay-and-grain depots for the supply department of the Union Army. It developed the work of gathering these supplies from all parts of the country to a vast extent, and for many years after the war maintained its eminence in that respect. This is not to say that Cincinnati has failed to maintain that position, because it is to-day, once more ranked among the leading hay and grain markets. The reference is intended, rather, to bring out the fact that in the hay department of the city's trade a very recent innovation bids fair to be responsible for a steady and tremendous growth in the business handled.

Recently the Cincinnati Grain and Hay Exchange formally opened the new tracks set apart for the receipt and shipment of hay, and for the inauguration of the plugging system of inspection determined upon as the best and fairest means of trading in hay, both for the shipper and for the ultimate consumer and his dealer. These tracks, located on Front Street, only a few blocks from the Chamber of Commerce Building, give room for 100 cars; and the immediate success which has been given the system by the enthusiastic co-operation of shippers may be gathered from the fact that already receipts have overrun the track capacity, and have made it obviously necessary for the Exchange to secure

additional space. As the trackage is available, this will be done at once, so that all receipts can be accommodated. It goes without saying that the immediate response of hay shippers to the inauguration of the new system of inspection has been immensely gratifying to Cincinnati members of the trade, and it has, moreover, abundantly justified the contentions of such workers as President E. A. Fitzgerald, of the Exchange, W. R. McQuillan, chairman of the committee which worked out the system, and others, that a satisfactory inspection plan would make the local market one of the best in the country.

In fact, it was only a few years ago that the Cincinnati market was generally known to be second only to that of New York in the handling of hay. The inherent difficulties of inspection of hay from almost the entire continent of North America were primarily responsible for the dissatisfaction of shippers on the one hand, and buyers on the other,

which cut down the business of the market and eventually brought about the new system. That is, the bale-by-bale system, while good enough for each bale, was highly unreliable for a car lot, and resulted in mixed cars going forward to buyers who wanted only a given grade.

The Cincinnati Exchange was prompt to take action, for its own interests and for the sake of the shippers and buyers, to whom this market was the most convenient for all purposes. A committee was appointed, headed by W. R. McQuillan, then president of the Exchange, for the purpose of conducting an exhaustive investigation into the manner in which the hay business was handled elsewhere; and this committee visited every hay market of any importance in the country, East and West. Its report and findings, indorsed by the Chamber, were to the effect that the plugging system of inspection, in effect in Kansas City and Baltimore, was much the best seen, and it is this system, with certain modifications suggested by local members of the trade, which has been placed in operation, with the highly satisfactory results indicated.

The system, however, was not inaugurated without a thorough test, as the Exchange and the trade as a whole desired to do the thing properly, and find out what, if any, defects might develop, and what improvements might be suggested in the system as contemplated. A trial of the system was therefore had on tracks of one of the roads entering Cincinnati, and it was carried out for several



THE NEW HAY PLUGGING TRACKS OF THE CINCINNATI GRAIN AND HAY EXCHANGE



A LINE OF PLUGGED HAY CARS

months, under careful observation, and in close touch with shippers and buyers for the purpose of ascertaining from them their opinions of the results. Entire satisfaction at both ends, as well as on the part of the local trade, was noted, and the permanent installation of the system was accordingly arranged for. The trackage referred to was leased from the Louisville & Nashville Railroad, Office facilities have been provided, a corps of inspectors placed on the job, and the shippers from California to the prairie provinces of Canada notified that Cincinnati has facilities second to none in the United States for handling hay. In fact, Cincinnati is said to be the only hay market in the country which furnishes its own independent ter-

minals free of cost, and in view of the present congestion of terminals and tracks everywhere, which bids fair to continue indefinitely, this alone is of no small importance. Coupled with the acknowledged satisfaction with and advantages of the plugging system of inspection, it gives Cincinnati a remarkable position, aided powerfully by the city's central location and strategic importance as a shipping center, North and South.

As the trade knows, the plugging system of inspection provides for the removal of the bales from the doorways of the cars, and for the inspection of bales clear down the center of the car, these bales being removed and placed outside, so that the buyer knows exactly what is in the car, and can buy ac-

cordingly. It makes possible the selection from a number of cars of hay of even grade, so that a carload, or as many carloads as desired, can be made up of the same, or approximately the same, grades of hay, to meet the demand of buyers wanting a certain article and nothing else. This alone is a great advantage, as most of the complaint in the past, growing out of direct shipment, has been that a given car will frequently contain just about everything possible in the way of hay, instead of running to a decent average near what was ordered.

The net result, therefore, is to help the shipper, by enabling him to forward what may be called a mixed carload of hay to this market, and have it sold for what it is, bale by bale, without dissatisfaction from anybody; and it helps the buyer, by enabling him to buy on this market exactly what he wants, through reliable concerns of unquestioned integrity and responsibility. The latter consideration has induced shippers everywhere to send their product to this market freely, and bids fair to meet if not to surpass the predictions of those who declare that the local market will at once begin handling business at the rate of 20,000 cars a year, as compared with the recent rate of 8,000 cars. The fact that during three days of last month (December) 400 cars of hay were received, which is considerably better than 30,000 cars a year, is reasonably good evidence in this direction.

Under the authority of the Cincinnati Grain & Hay Exchange, a Yard Board of Governors was appointed to provide rules and regulations for handling the traffic and otherwise to supervise the business of the market, this board consisting of John E. Collins, Jr., chairman, Jos. F. Costello and Elmer H. Heile. With the machinery thus established, the market opened, with ample receipts and active buying. It has gone on every working day since, between the hours of 9 and 11 o'clock in the



GROUP OF GRAIN AND HAY EXCHANGE MEMBERS PHOTOGRAPHED ON THE OPENING DAY OF HAY PLUGGING TRACKS



CHIEF HAY INSPECTOR OLIVER PALMER



CHIEF PLUGGER R. A. SEELMEYER AND HIS ASSISTANTS

morning, and judging by the hearty approval of the market, as now regulated, by shippers, and by the local trade, it is going to revolutionize the hay business in Cincinnati. It will be a revolution of a pleasant and profitable nature, however, and one which is in the direction of greater efficiency and satisfaction all around. It may be written in history that the first carload of hay handled under the new system was sold to the Cincinnati Grain & Hay Company.

One of the great advantages of the plugging system to this or any other market at this time is in the advantage it will give in filling Uncle Sam's hay orders. The Government is a large buyer of hay and the Quartermaster's Department has expressed considerable dissatisfaction at the many mixed cars it has received on supposedly straight grade shipments. Hereafter Cincinnati, which is one of the most important depots for Government hay buying, will be able to fill the requirements on every shipment filled.

The dealers operating on the market, as members of the Grain & Hay Exchange of the Cincinnati Chamber of Commerce, buying hay shipped here, receiving it on consignment from shippers, and handling it either on their own account or on commissions from purchasers elsewhere, are mentioned on another page of this issue.

The Yard Board of Governors, who have absolute authority over all matters pertaining to the new hay plugging market, have adopted the following rules:

Rule 1—Sale transactions in the Plug Yard are forbidden prior to 9:30 a. m. Any violation of this rule is a misdemeanor and subject to such discipline as is provided by the rules of the Grain & Hay Exchange.

Rule 2—The market shall be closed at 11:30 a. m., and members are not permitted to transact any business after that hour.

Rule 3—All sales made in the Plug Yard or of cars that have been plugged and the transactions consummated elsewhere, shall be reported in the Sales Book on 'Change, in the usual manner, as prescribed by the regulations of the Cincinnati Chamber of Commerce governing the grain and hay trade in Cincinnati.

Rule 4—The Board of Directors of the Grain & Hay Exchange shall appoint three members of the Exchange, representing the various interests in the hay trade, members of the Yard Board of Governors, whose authority in matters pertaining to the yard is supreme, and who shall have in charge the construction, conduct and all matters pertaining to the usages of the yard, they reporting only to the said Board of Directors for instructions.

Rule 5—Any member of the Yard Board of Governors shall, when requested, act as auctioneer in the sale of any hay required to be sold in this manner under the rules of the Grain & Hay Exchange.

Rule 6—No hauling of hay from the Plug Yard tracks will be permitted.

Rule 7—Purchased hay arriving at Cincinnati, and not ordered to plug, shall be door inspected upon request by consignee, the consignee to furnish car records to the Chief Inspector, but no door-inspected hay may be offered for sale.

Rule 8—Visitors or non-members may be admitted

after 10 o'clock a. m., when introduced by a member of the Grain & Hay Exchange, but no person shall be admitted more than twice a month, except upon the approval of a member of the Board of Directors for each admission. All persons so introduced must consider themselves amenable to the rules governing the hay market and the rules of the Cincinnati Chamber of Commerce, and will not be permitted to transact any business.

The member introducing a visitor shall be responsible for his acts, and for any violation of this rule shall be fined not less than \$10 nor more than \$50 for each offense, said fines to be placed in the treasury of the Grain & Hay Exchange.

Members who have been fined shall be denied all privileges of the Hay Plugging Market until such fine or fines have been paid.

A record shall be kept of the names of all visitors, with their places of residence, and the names of the persons introducing them.



INTERIOR VIEW OF A PLUGGED HAY CAR



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

CHICAGO, ILL., JANUARY 15, 1918.



United in the Service of
Our Country

CAR CONTROL BY DEMURRAGE

JANUARY 21 will see in effect the new demurrage rates which Secretary McAdoo, as director-general of all the railroads of the country has ordered and which the Interstate Commission has endorsed. The first two days are free; \$3 for the third day, \$4 for the fourth and up to \$10 for the tenth and all succeeding days. Undoubtedly there are many industries which are using cars for storage, and the new rates will probably persuade them to release some of the cars now used for that purpose and which the country needs so badly. For such cases demurrage rates cannot be too high. In fact it is a question whether this advance will effect as great a car release as is desired. Eastern markets seem to believe that a system of railroad boycott for dilatory receivers would be more effective without penalizing the unfortunate consignee who is willing, but finds it impossible to reach his car in the congested switching district for unloading. These cases are practically the only ones in which the new rates will affect grain dealers, unless we except that class of traders who have no market or trade connection and who solicit consignment on the chance that they can sell the car when it

arrives. Fortunately this class is small and the harder they are hit the better it will be for the trade. In the larger markets where yard congestion obtains there may be some hardship in the demurrage order, but for the most part the grain trade has worked in close harmony with the railroads in rapid loading and unloading and in filling cars to capacity.

FED UP

FRENCH and English soldiers who have been in the trenches for weary months and years are so "fed up" with war that they welcome a "blighty" wound, a hurt so severe that they are sent back home to recover. They are worn out and need a rest, even if it can only come at the expense of a hole through their anatomy. And yet every batch of new troops sent from England or from the reserves in France has in it hundreds of men with wounded stripes on their arm. Every time a man is incapacitated and sent home and then re-enlists he gets an honor stripe, and scores of men in the trenches today have three, four and five of these honor stripes. Now, there are no honor stripes in the grain trade, but there should be. The trade is certainly "fed up" with regulations. They have been worn out and many of them severely wounded by Mr. Hoover's barrage fire of restriction, proscription and obstruction. But like the Tommies and the Poilus they have stuck to their guns, knowing that these hardships are a necessary part of the fight and that the only course is to make the best of them. No member of the trade but recognizes the great and indispensable work the Food Administration is doing. All realize that the main issue is far greater than the interest of any one or any group of men, and though they grumble, as do the soldiers if they don't get their ration of jam, when it comes to the scratch the grain trade will always be ready and willing for the sacrifice no matter how thoroughly they have been "fed up."

FIXED PRICE ON CORN

WHILE the Food Administration has given assurance that there is no intent at present to fix a price for corn and other cereals, events seem to be moving in that direction. The small receipts of corn tend to keep prices at a level that make corn products as expensive as those of wheat. There is no price incentive to use cornmeal in place of wheat flour and there is urgent need of further curtailment of the use of white bread. The high price of livestock and the condition of a large percentage of the corn crop will encourage feeding, so that it is likely that a larger proportion than usual of the corn will be consumed in the country where it was raised, so it is possible that at no time will corn be released in such quantities as to materially affect the price. The demand in this country and in Europe will readily absorb the large receipts that are indicated, and a reserve that will overcome the disparity between the option and cash prices will be difficult to accumulate. The tendency in foreign countries has been to bring more and more articles under price control and as corn is the most obvious substitute for wheat, and as

only a materially lower price for cornmeal will promote greater use, the Food Administration may be forced to fix a price for corn, however reluctant they may be to do so.

PIPES AND PROVENDER

FIVE hundred years from now an ultra modern Charles Lamb, delving back into the history of time, may come upon the astounding fact that in the year 1917, even during the great war, the ancients used the succulent and nutritious corn cob for pipes in which to burn tobacco, the dried leaf of a plant much in vogue at that time. As we laugh because the Chinese burned down a house every time they had roast pig for dinner, so may this modern writer of A. D. 2417, find amusement in the waste which the early Americans made of good corn cob feed. Experiments have shown that ground corn and cobs make a better feed than shelled corn, but it is still a fact that cobs are considered only an expense and source of trouble, good for nothing but fuel or Missouri meerschaums. Government officials are responsible to a great extent, for in commercial feeds cobs are considered an adulterant. They are far from that, for a recent experiment shows that even wood fiber has considerable feed value. One of the governments at war made a test with cavalry horses on a forced march. Half the troop were fed a grain ration with roughage and the other half were given a molasses and sawdust mixture with the same amount of roughage. The latter group came through in better condition than the grain-fed horses. Official ideas on feed need revision in several particulars, and chief of these is that corn cobs are good for provender as well as pipes.

A MEMORABLE YEAR

THE year 1917 will ever remain the most revolutionary in the history of the grain business. It is inconceivable that so many or so drastic changes will ever again occur in a twelvemonth. And yet the inherent stability of the trade, the intelligent willingness of its members, and the wise guidance of its leaders has brought it through the crisis in a comparatively strong condition. With the possible exception of the railroads, no trade has been so thoroughly revolutionized. Many events have occurred, any one of which would be epoch-making at ordinary times. Just to touch some of the more prominent features of the year: War was declared on April 6; on May 1, the Chicago Board of Trade prohibited trading in May wheat after it touched \$3.25 per bushel; in June the Esch Bill passed, giving permanent control of car distribution to the Interstate Commerce Commission; wheat grades under the Grain Standards Act went into effect on July 1; an export council was established and exports were required to be licensed; on July 11 a maximum price of \$1.28 was fixed for corn trades at Chicago; on August 10 the President signed the Food Control Bill and Herbert C. Hoover was officially made Food Administrator; the price of wheat was fixed at \$2.20 basis by a committee headed by Harry A. Garfield; the Food Administration Grain Corporation was formed with Julius H. Barnes as president; all elevators

were required to take out a license; Government assumed control of the railroads. ¶ These are the high spots; scarce a day has passed without some decision or regulation that affected the grain trade or some part of it. Five years ago if anyone had asked if the trade could become adjusted to such drastic changes in the course of 9 months, it would have been declared impossible. But for the most part every innovation has been met and most of the difficulties have been overcome. The future has few additional terrors.

MOLDING CORN

TWO methods of caring for soft husked corn are suggested and dealers should be prepared to use either or both of them if they wish to save much of the sappy corn that comes to their cribs. The wise farmers are not husking for the soft corn, frozen in the field, cures much better than when it is husked. But there are always some men who need their money at once, even if they have to sacrifice a large share of it, and the corn of these men must be provided for. ¶ It is presumptuous to suggest to most grain dealers that corn cribs should be ventilated, but there are a surprising number of cribs throughout the country that have no means of getting air to the center of their cribs or bins. Airshafts should run lengthwise and crosswise through the crib, and they will save great quantities of corn that would otherwise heat. ¶ The second method of saving corn that can supplement the first, is by the use of salt. A barrel of salt to 1,000 bushels of corn. The salt draws the moisture from the corn and condenses it on the outside of the ears. This prevents heating and it is said that when the corn is shelled no trace of the salt can be found.

A PLACE IN THE SUN

IF YOU were a merchant and had a carload of potatoes to sell and could only get \$1 per bushel on the shady side of the street while the dwellers on the sunny side offered you \$2, you would naturally make your sales in the sun. That is about the position of the railroads and is one reason why the grain trade has been suffering for lack of cars. The steel trade and other lines live on the sunny side of the street. Ordinarily they couldn't consume all the potatoes the railroads had to sell so the roads were willing to make a low price to the shady side, because the grain trade was a constant and voracious consumer of potatoes and could generally be depended upon to use whatever surplus there might be. When the sunny-siders, under war conditions, demanded all the potatoes at \$2 the shady-siders found themselves without any. ¶ But now the Government has taken hold of those potatoes of the railroads, the cars that carry your grain, and has guaranteed that the roads shall have a normal profit, whoever uses the equipment and regardless of rates, so there is no particular object in favoring merchandise that pays a higher freight rate. In fact, so long as the roads are guaranteed a profit anyway, it is quite likely that they would be tickled to death to have Mr. McAdoo find out for himself that present rates are too low and are not in keeping with rising costs of operation, and will

be more than glad to use every available car to carry grain and other low rate commodities. ¶ Under Government control, for this and many other reasons, there seems to be every prospect of a steady improvement in the car situation so far as grain movement is concerned.

DECREASING DELIVERY WHEAT

FOR many years farmers' elevators have led the fight against terminal markets in an effort to broaden the range of grain which could be delivered on contract. They have united in declaring that the limitation of delivery grain by restricted grade produced an unwarranted opportunity for speculation and manipulation. All of which was undeniably true and the leading markets acknowledged the fact by amending their rules to allow greater quantities of grain deliverable. ¶ But now a marked change of mind is apparent on the part of the farmers' elevators. One of the chief objections raised at the recent Federal grades hearings was that a higher percentage of mixture should be allowed in wheat, and still allow it to be called wheat. They would debase the grade rather than change the classification, which would defeat the very end they have striven so long to attain. ¶ The Bureau of Grain Standardization from the very first, have made no secret of the fact that their efforts were directed, not only to standardize grades throughout the country, but also to induce farmers to deliver purer and better grain to the country elevators by making it unprofitable for him to do otherwise. Now Mr. Farmer is beginning to feel that pressure. Hence the kick. He was under the impression that all the abuses in the trade were at terminal markets, and applauded the effort of the Government to correct them. When he finds that the Grain Standards Act pinches his own toes, he decides that the measure is altogether malicious and unjust. We have awaited this protest with an expectant smile ever since the Act went into effect.

THE NEW AMERICA

PROGRESS in America has not been the result of efficiency. It is a result rather of unbounded energy, unlimited resources, and profligate disregard for cost. We have done things with the large free hand of the Southern planter in pre-Civil War days and with the recklessness of the Western rancher, when labor in the South and land in the West were cheap. Our forest lands seemed to extend endlessly so we exploited and stripped them; our farm land stretched to the far horizon so we robbed it year after year of its elements; our coal mines seemed exhaustless so we have made scant use of water power; building material was cheap so we have burned up millions of dollars worth every year. ¶ But now we are learning efficiency, or will have to learn it very soon. That may prove the silver lining of the cloud of war. Efficiency is scientific conservation, of material, time or money. To our normal manufactured output has been added the enormous demand of war material. Costs have risen so

high and labor is so scarce that it is no longer possible to continue our extravagance and carelessness of former years. A fire in an elevator now means serious loss, not only because the grain can ill be spared, but because the house can only be replaced at greatly increased expense and after a delay that might mean permanent loss of the business. ¶ And yet there are still many country houses that are unprotected against engine sparks, lightning, dust explosions, rubbish fires, overheated stoves and other physical hazards, to say nothing of incendiaries. That country elevator that will endure through these parlous times is the efficient elevator. The others, in the new America that is to come, will become as extinct as the dodo.

A GOOD START

PACIFIC Northwest grain handlers are pretty well persuaded that only by bulk handling can they anywhere nearly approach the economic basis of the Middle West. It took them a long time to see the wisdom of this course, even after conditions warranted it, but having made up their minds they seem to be going about getting proper equipment in a very sensible manner. ¶ The Washington-Idaho Division of the Farmers Educational and Co-operative Union recently appointed a committee, of which Oscar Collins of Unionville was chairman, to investigate the elevator proposition and report. The committee met, drew up resolutions and reported, and if their recommendations are adopted, as there is every reason to believe they will be, the grain handling costs of the Northwest will be considerably lower than they are in some other parts of the country. ¶ The committee endorsed bulk handling of grain without qualification and recommended that standardized plans be adopted for houses of 50,000 bushels and for 100,000 bushels. These elevators will not be designed nor built on competitive contracts with any carpenter, but will be planned and erected by experienced designers and builders. They further recommended that every house be equipped with cleaning machinery and no less than two legs. They might very well have included other specifications that experience has shown to be of value, but any reputable construction engineer who has ever built grain elevators would include most of them in his specifications. ¶ Standardized construction, universal cleaning of grain in the country, sound and permanent building rather than the initial saving of a few dollars—with these as a basis and as a criterion of other practices, the outlook for the Pacific grain trade seem bright.

One of the first of the new railroad orders will be to route freight from the West to the East around Chicago and not through it as heretofore. Country shippers who have been billing grain intended for Chicago, "New York, notify at Chicago," better bill direct to Chicago only in future if they want it to reach that market. Under the new orders routing may be disregarded entirely if a different route appears better to the railroads. This may interfere with reconsignment plans. Better know your final destination before shipping and then bill direct. This applies for all road terminals as well as Chicago.

EDITORIAL
MENTION

Buy a war saving stamp now for \$4.12 and collect \$5 for it on January 1, 1923.

Common seed grown at home is better than fancy stock imported from the South.

If only all elevator equipment could be as profitable as grain driers are this year!

It is hoped that the slow receipts indicate that seed grain is being selected and kept at home.

We wouldn't mind the wheatless and meatless days if they would only cut out the carless days.

Where is the man who recently declared that we don't have the old-fashioned winters any more?

A war saving stamp is a nest egg that will hatch in five years. It is compounded quarterly at 4 per cent.

Have cars in sight before accepting much soft corn. Farmers are keen to get it off their hands. Don't be the goat.

At least the grain trade is better off than the men who deal in unessential luxuries. They will be looking for work presently.

Pacific Coast wheat is becoming very chummy with Minneapolis mills. It's a long haul, but what do the millers care for expense!

It must be a severe trial to habitual bears to see Australian and Argentine wheat coming to this country without a chance to start a bogey panic.

Argentine wants to trade her wheat for our coal. On that basis we wouldn't get much wheat. Coal promises to be the big problem of 1918.

A number of ingenious operators have rigged up their car shovelers to clear the snow from the driveway approach. In some cases it was all that saved the tackle from getting rusty with disuse.

The great snow fall of the past 10 days has increased the fire hazard at elevators many fold. Streets are impassable for fire engines in many places. Extraordinary precautions are indicated at every elevator plant.

Minnesota flour mills made 27,951,000 barrels of flour in 1917, according to the *Park Rapids* (Minn.) *Journal*. As that many barrels represents 125,779,500 bushels of wheat, all we can say is that it is going some.

Reports from Argentine asserted that the Allies had bought the surplus crop of that country. Later the story was denied, pending a price settlement. As Argentine, next to North America, is the most available wheat country

in the world, it is quite likely that the surplus will be used either in this country or in Europe.

Scoop shovelers must be licensed and place his license number on every business document he uses. Terminal buyers and commission men are liable under the law if they handle the grain of an unlicensed shipper.

On December 1 the poor farmer was only getting an average of \$1.29 per bushel for his corn, against 73.8 cents last year and 71.7 cents for the 10-year average. And it's a big crop, too, even after discounting the soft corn.

With every shortage there rises a flock of buzzards to fatten on the public misfortune. Beware of the seed corn buzzard. An elevator manager can be a big factor in the fair and reasonable distribution of seed if he wants to.

It takes fewer bushels of wheat to buy a wagon or farm machinery today than it did five years ago. Isn't that the basis on which to figure whether or not the farmer is making money. As to corn and oats, there is no comparison.

The advantage of ground feed over whole grain are so obvious that almost any elevator could make a good attrition mill pay a nice profit. Farmers are more willing than they used to be to spend money if they can be shown that it will return good interest.

If Senator Reed of Missouri wanted to become thoroughly discredited throughout the country, he chose the very best way when he attempted to put Mr. Hoover on the grill. Grain men generally will endorse Mr. Hoover's reported comment: "Senator, I don't think you understand the situation."

Secretary Houston wants \$6,000,000 for financing seed distribution. At the inflated values asked for seed in some localities that amount could be expended very quickly. But there is no reason why a dealer or a farmer should gauge the buying public on seed any more than on other commodity.

The Government, through the Grain Corporation, controls all the wheat of the country, and now Mr. Hoover has contracted for 30 per cent of the output of every mill. Can you imagine what consumers would be paying for flour in the face of such competition if the Food Control Bill hadn't passed?

It is a relief to an exchange member to find some kind of a transaction that isn't taxed. The internal revenue commissioners at Washington has ruled that no tax has to be paid on the following: 1, Sales of grain "to arrive," resulting from bids sent from Chicago to other points by members of the board for grain to be shipped within a named time, and the acceptance of such bids; 2, Contracts of sale, resulting from offers sent out by the members of the board to millers, dealers or consumers, at other points, to sell commodities for shipment within a specified time, and the acceptance of such offers; 3, A contract of sale for future

delivery, covering the same quantity of the same commodity at the same price as in a previous offer, and given in settlement of a previous offer, the tax having already been paid upon the "offer."

The Council of Grain Exchanges will show the Grain Corporation why stocks of grain should be accumulated at terminal markets. Their arguments will have as much weight with the Corporation as the dollar factor should have when balanced against human life.

An elevator with only a modest outlay for storage space and equipment, can add materially to its receipts by carrying side lines. Of these prepared feeds are among the most profitable and the demand is growing each year. The first man to establish a trade in feed at any station gets the cream of the business.

It comes as something of a surprise to learn that winter wheat was the most profitable crop in Minnesota last year, returning an average of \$39.36 per acre. Spring wheat only averaged \$35.35. And yet Minnesota farmers are complaining that with wheat at \$2.20 they are losing money.

In spite of the fact that primary receipts of wheat have run almost 100,000,000 bushels less than last year at this time, the Grain Corporation has accumulated a 5-month supply of wheat and flour. Wheat has gone direct to mills instead of to terminal markets, thereby saving duplication of freight and handling.

Unless there is a great reversal of form for winter wheat, the billion bushel crop scheduled for 1918 is doomed to failure. But many things happen to winter wheat between December and June and fields that looked hopeless in the winter month has shown a heavy return. If a heavy snow covering is any criterion many barren fields will show green and prolific when spring warms the earth.

World wheat crops in 1917, as compared with the 1911-1915 average is given by the International Institute of Agriculture at Rome, France 50.1 per cent; England and Wales 97.9; Luxemburg 64.7; Norway 81.7; India 105.2; Egypt 84.8; and for the combined crops of Spain, France, Great Britain, Ireland, Italy, Luxemburg Norway, Netherlands, Sweden, Switzerland, Canada, United States, India, Japan, Algeria, Egypt and Tunis 85.6 per cent. The total production in these countries was 1,868,000,000 bushels.

Evidence submitted to the Interstate Commerce Commission at the hearing on Claims for Loss or Damage of Grain, show conclusively that elevator scales are usually more or less inaccurate, but that they usually produce overruns, that is, they register less grain than is actually loaded out. The factors that tend to make them do this in the automatic scale are: unrecorded weight necessary to break the beam on each draft; accumulation of dust in the weight box; when both gates in the scale are open at the same time; wrong adjustment of the compensator; dull knives.

H. M. BROUSE
Cincinnati.

NEWS OF THE TERMINAL MARKETS

EDWARD ANDREW
Chicago.

INSPECTION CHARGE IS ADVANCED

The Kansas State Grain Inspection Department has advanced its fee for inspecting car-lot grain from 50 cents to 65 cents a car, the rate now charged by the Missouri state department. The rates charged for weighing and for making moisture tests remain unchanged with a trifling exception.

NEW HEAD OF KANSAS CITY BOARD OF TRADE

At the annual election of officers on the Kansas City Board of Trade January 15 Orla A. Severance, of the Vanderslice-Lynds Company, was chosen president without opposition. Candidates for second vice-president were R. T. Morrison and F. C. Vincent. Mr. Severance has been in the grain business at Kansas City since 1891, and is one of the well known and popular members of the Kansas City Board of Trade.

CORN MAXIMUM OF \$1.28 REMAINS UNCHANGED

Announcement is made that there will be no change in the maximum price of corn for future delivery from \$1.28, at Chicago, without a notice of at least 24 hours to the trade. As cash corn has been selling at 35 at 50 cents above futures it has been the contention of some in the trade that the present maximum is out of line and should be fixed at a price more nearly representing the cash value of the corn.

MAY CORN INFORMATION

"Dealer seeks light," says C. A. King & Co. of Toledo, Ohio, in late market letter. "Cash still commands big premium and will probably not be delivered on January contracts. There may be deliveries on May corn if terminal stocks increase freely. No. 4 corn cannot be delivered on future contracts after February. No. 1 and No. 2 white, No. 1 and No. 2 yellow are deliverable at half a cent premium over the contract price; No. 1 and No. 2 mixed at contract price; No. 3 white or yellow at two cents discount; No. 3 mixed 2½ discount; 4 white and 4 yellow 4½ discount; 4 mixed five under contract price. No. 4 corn cannot be delivered after the end of February unless it is old corn. These are all Government grades. Moisture content varies from 14 per cent in No. 1 to 19½ in No. 4. No. 3 allows 17½ per cent."

CHICAGO WEIGHMASTER'S REPORT

According to the report of H. A. Foss, Chicago Board of Trade Weighmaster, there was a total of 229,818 cars weighed at Chicago during 1917 and 26,805,113 bushels to and from boats. The total number of seed and grain products in bags weighed at warehouses, freight depots, etc., amounted to 52,474. The total quantity in bushels of grain, grain products and seed weighed were 371,680,456.

The number of inbound cars found leaking were 19,721 or 16.3 per cent, compared with 13.9 per cent in 1916. The work of preparing outbound cars by the Grain Door Bureau was reported to be of high quality and no cars were allowed to be forwarded from the loading elevators that were not in good condition.

The number of people arrested for robbing cars in railroad yards, as a result of the weighing department's activity, was 317, of these 69 were fined, 161 discharged and 87 paroled. Of the 664 scales

at Chicago, 140, or 21 per cent, were in need of adjustment.

In order to fully co-operate with those who are endeavoring to exclude all undesirable persons from the vicinity of grain elevators and railroad yards, the department is issuing identification cards which bear the signature and have attached a photograph of the employee to whom issued.

Nine former employees of the Board of Trade Weighmaster's Office are in the Army and Navy. One is a First Lieutenant and four are corporals. All are enthusiastic and are giving a good account of themselves. The members of the Weighing Department have contributed nearly \$10,000 to the Liberty Loan, Y. M. C. A. and Red Cross war funds.

HENRY M. PAYNTER, JR.

When the news of Lexington reached Israel Putnam in 1775, famous American revolutionary soldier, he is said to have left his oxen and plough in the field, and hurried to Cambridge where he joined the Continental Army. Good old Israel, pa-



IN HIS COUNTRY'S SERVICE

triot though he was, had nothing on Harry M. Paynter, for the latter threw down his books and left high school when 17 years of age to help rid the world of the Kaiser and his bloody band of pirates and make it safe for democracy. But school boards are patriotic, so Harry was given his diploma and is now in service at a Western camp.

Young Paynter is the son of Harry M. Paynter, who has been associated for years with H. W. Rogers & Bro. in the grain commission business on the Chicago Board of Trade, and is the kind of sire from whom heroes are born. As Harry was under age, his father had to sign the necessary papers permitting him to become a soldier. On leaving the New Trier High School, Harry enlisted in the United States Signal Service in the Radio Department. In August last year he took the physical examination for the Aviation Corps and passed,

after the required eight-hour test, with very high marks. He has been ordered transferred to the aviation department for the officers' training school and in six months' time, when he will have reached the age of 19, he will be eligible for an officer's commission.

How many young men are offering themselves that humanity may be free! What a wealth of sacrifice by fathers of cherished sons! When the new age of peace is ushered in and war shall cease, then only can it be said that the devotion of these young men has not been in vain.

LIGHTER RECEIPTS AT MILWAUKEE

According to the report of H. A. Plumb, secretary of the Milwaukee Chamber of Commerce, grain receipts showed a decrease of 21,000,000 bushels in 1917. He gave as a reason for the decline the transportation situation and the unwillingness of farmers to sell at the prevailing prices. The estimated receipts and shipments at Milwaukee in 1917 were: receipts, 65,000,000 bushels; shipments, 42,000,000 bushels. The market now has drying facilities for 300,000 bushels of grain every 24 hours.

CHICAGO WELL EQUIPPED FOR BUSINESS

Secretary John R. Mauff of the Chicago Board of Trade, in response to a request of the "American Grain Trade" has written the following:

"A recent resumé of events during the year 1917, reads as follows:

It was a most remarkable and most trying year the trade has ever experienced, chiefly because of this country's entrance into the world's greatest war, also by reason of other unusual conditions, among which the general shortage of foodstuffs stood out strongly. Prices soared to levels never before dreamed of, and the trade was confronted with problems and conditions such as called for tremendous sacrifices, and unselfish loyalty to the Nation.

"Allow me to assert right here that these soaring prices were in cash grain and had nothing to do with the trading in futures. The advances occurred even after we had restricted the machinery of our Association to certain maximum prices applicable over all trading for future delivery."

CHANGES IN MEMBERSHIP

Baltimore.—John G. Beck has been admitted to membership in the Chamber of Commerce. The membership of Jas. S. Woodside has been transferred. Reported by Secretary Jas. B. Hessong.

Chicago.—The following have been elected to membership on the Board of Trade: Scott F. Evans, Burton F. Hales, Newton R. Moore, Thos. G. Williamson, Harry A. Massey, Sefton Tranter and E. Z. Zipperman. The memberships of Wm. B. Bogert, Harry A. Badger, Thos. A. Grier, Estate of W. C. Hatley, Estate of W. P. Bishop, Franz A. Stude and Geo. W. Allorfer have been transferred. Reported by Secretary John R. Maff.

Memphis.—New members in the Merchants' Exchange are: Buckeye Cotton, Oil Company, Mixed Feed Department, J. W. Sykes, Jr., Sales Manager. L. C. Kavanaugh, National Brokerage Company.

Milwaukee.—Wm. C. Mitchell and J. Howard Malon are new members in the Chamber of Commerce. The memberships of Henry D. Gee and Richard C. Jones have been transferred. Reported by Secretary H. A. Plumb.

Toledo.—J. D. Hulburt has been admitted to membership in the Produce Exchange on certificate of D. W. Camp. Cratz Bros. have withdrawn their

membership. Reported by Secretary Archibald Gassaway.

NEW YORK CORN EXPORTS INCREASE

There was a very heavy increase in the exports of corn at New York, according to statistics just published by the New York Produce Exchange. Receipts of this grain were 13,768,700 bushels during 1917, against 11,055,200 for the previous year. Exports were 12,229,035 bushels, as compared with 8,090,295 bushels the previous year, or an increase bushels.

The receipts of oats aggregated 38,406,000 bushels during 1917, against 33,277,800 bushels the previous year. Exports were 25,445,485 bushels against 18,090,295 bushels the previous year, or an increase of 7,355,190 bushels.

Both receipts and exports of rye were large. The receipts were 3,441,500 bushels, against 744,700 bushels the previous year, while the exports amounted to 2,895,141 bushels, an increase of 2,029,482 bushels. Both the receipts and exports of wheat for 1917 were smaller than for the previous year.

A BIT OF ART FROM NEW ORLEANS

One of the most beautiful calendars of the year comes to our desk from C. F. Sanford, superintendent of the Grain Elevating Department of the Board of Commissioners of the Port of New Orleans. For each month of the year there is a pen sketch of scenes in and around New Orleans, each sketch being a work of art from the skilled pen of Anne McK. Robertson. The sketches show the old and the new side by side. Thus on a page of May and June is the old wharf at Barracks Street with a lugger landing and tying up to the tall wooden piles. Opposite is the new export elevator with three ocean-going vessels drawn up in front of the long shipping gallery that faces the water front. Greater contrast could not be shown. In every respect the calendar is a product of skill and good taste and will certainly have a place of honor wherever it is received.

NOT SUBJECT TO TAX

The internal revenue commissioner at Washington has ruled in reply to inquiries from Secretary John R. Mauff of the Chicago Board of Trade that none of the following transactions is subject to the stamp tax imposed by the act of October 3, 1917:

1. Sales of grain "to arrive," resulting from bids sent from Chicago to other points by members of the board for grain to be shipped within a named time, and the acceptance of such bids.
2. Contracts of sale, resulting from offers sent out by members of the board to millers, dealers, or consumers, at other points, to sell commodities for shipment within a specified time, and the acceptance of such offers.
3. A contract of sale for future delivery covering the same quantity of same commodity at the same price as in a previous offer, and given in settlement of a previous offer, the tax having already been paid upon the "offer."

OMAHA FORTUNATE IN 1917

F. P. Manchester, secretary of the Omaha Grain Exchange, writes under date of January 4, 1918, as follows:

"The Omaha Grain Exchange enjoyed a very prosperous 1917, considering the fact that the territory adjacent to this market produced practically no wheat, the receipts of wheat having fallen off about 60 per cent as compared with those of 1916. The receipts of corn and oats were the largest in the history of the Exchange, and prospects for the coming year are especially bright in regard to these two cereals, since Nebraska and other territory shipping to the Omaha market has produced the largest crop in its history.

"Several new firms have affiliated themselves with the Exchange during the past 12 months and all report a steady and increasing business.

"In view of the conditions brought about by the war and the many regulations thrown around the grain trade, the members of the Omaha Grain Ex-

change feel that they have been especially fortunate, and anticipate a continuance of a reasonable prosperity during the year 1918."

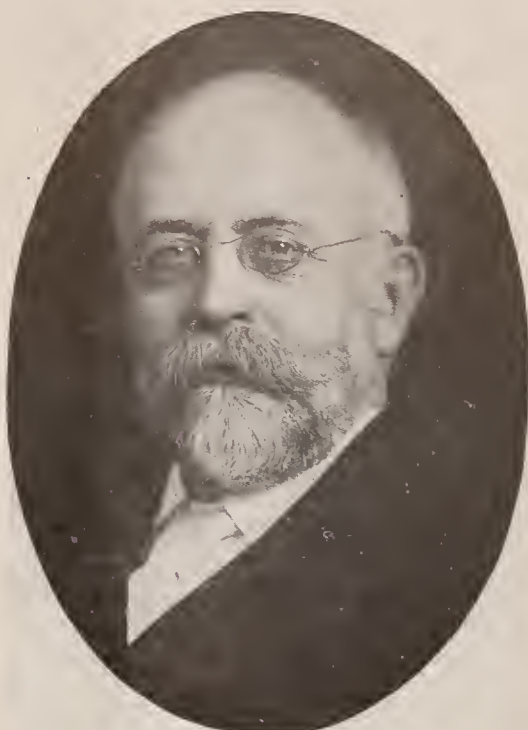
ELECTION AT ST. LOUIS

The election of officers on the St. Louis Merchants' Exchange, St. Louis, Mo., took place January 2. The following were re-elected for the ensuing year: President, John O. Ballard; first vice-president, Edward C. Andrews; second vice-president, Charles L. Niemeier.

Directors for two years: Roger P. Annan, Jr., Frederick Krey, Albert J. Rogers, Louis A. Valier, J. Frank Vincent. Nat L. Moffitt was elected a director for one year to fill the vacancy caused by the death of Trave Elmore.

CHICAGO BOARD OF TRADE ELECTS OFFICERS

A. Stamford White has been selected to direct the affairs of the Board of Trade of the city of Chicago during the coming year, with James A. Patten and Hiram N. Sager, vice-presidents. Mr. White succeeds Jos. P. Griffin, who has held the office during the past two strenuous years and who



A. STAMFORD WHITE

declined a re-election on account of his health and the necessity for looking more closely after the interests of his own private business.

Directors elected were Emanuel F. Rosenbaum, John A. Bunnell, Edward Andrew, G. W. Hales and Adolph Kempner. W. H. Colvin was chosen to fill the unexpired term of W. H. Martin, who resigned.

Mr. White is of English nativity, having been born in Liverpool in 1851. He has been a member of the Board since 1882 and served as director from 1904 to 1907 besides having been a member of many important committees. He is at the head of A. S. White & Co., with offices in the Royal Insurance Building, and which has been prominent for years in the provision export trade and general commission business.

1917 GRAIN HISTORY

It is unlikely that ever again will any single year show the remarkable innovations in fixing and control of prices of the leading food commodities as witnessed during 1917. Briefly, the record was as follows: The Chicago Board of Trade stopped speculation in wheat on May 11, due largely to purchases by the Wheat Export Company, which at one time had possibly 20 to 30 millions bought for future delivery. The United States Government then took control of the wheat crop of the country and maximum price of \$2.20 per bushel was set at Chicago. The Government further apparently guaranteed price of \$2 per bushel for all wheat raised in this country during 1918. On May 12 the settlement price on May wheat at Chicago was fixed at \$3.18. Trading in May corn and oats on the Chicago Board of Trade was stopped May 12. Settlement

price on May corn was fixed at \$1.61½ and on May oats at 73½ cents. Trading in July corn was stopped on July 6 and in September corn on September 1. Open trades were ordered closed at \$1.65 for both deliveries. The range for July oats was 25½ cents.

Around June 28 a maximum of \$1.28 on all corn future trades was inaugurated, no sales or purchases above \$1.28. On November 4 the Food Administration promised a minimum hog price of 15½ cents to hog raisers.

At the request of the United States Food Administrator all trading in wheat for future delivery stopped on September 25.

HELP SUPPLY SEED CORN

J. F. Zahm & Co. of Toledo, Ohio, evidently believes in taking time by the forelock. They give space in the Red Letter, in an early January market edition, for the following paragraph:

"Farmers are going to be up against it bad for help this spring and summer if the Government does not assist them.

"As we all know, quite a few of the farmer boys have enlisted, and many other young men that work on the farms have done the same thing. It is absolutely necessary that a big acreage of corn and oats, as well as spring wheat, be seeded, and it is going to take men to do this. The question of good seed corn is also an important one, and steps are already being taken in many states to see that farmers will be supplied. We believe the whole situation warrants talking about right now, and no doubt the newspapers, and grain and milling journals will soon get busy."

MILWAUKEE'S GOOD RECORD

"Milwaukee is naturally proud of the record made the past year," writes Secretary H. A. Plumb of the Milwaukee Chamber of Commerce, "just as every other exchange has a right to be—not of the record of business transacted and actual progress made in a material way, but proud of the spirit of co-operation shown by the members in the war program, and of the constructive service rendered to the Government.

"This great industry has been carried on under circumstances that, were it not for its wonderful organization, would have broken down under the strain, and been utterly incapable of performing the work suddenly thrown upon it.

"In looking to the future, we can see, not so much the promise of advancement and pecuniary gain, as the duty of serving our country in the many ways that are possible in the handling and distribution of the crops and the food supplies of the country.

"And when the war is won, it will be said that the grain industry and the exchanges stood the test and demonstrated that they are an indispensable factor in the industrial system, a position that has not always been cheerfully accorded to them."

GOOD YEAR AT BALTIMORE

"There was a decided decrease in the movement of grain at Baltimore in 1917, as compared with 1916," writes Secretary James B. Hessong of the Baltimore Chamber of Commerce. "We must not, however, overlook the fact that 1916 was the banner year in the history of the grain trade, and if comparisons were made with the past 20 years, it will be found that the volume of grain handled the past year was rarely exceeded in any one year.

"The falling off during the past year may be attributed to several causes, of which the most prominent factors were poor crops, car shortage and the necessity of the United States Government taking over control of foodstuffs and establishing regulations to govern the handling of grain. The demand at home and abroad greatly decreased the surplus carried over from the large wheat crops of 1914 and 1915 and with reduced yields of this cereal the past two years, makes it absolutely essential to conserve and economize if we are to meet the necessary needs of our country and that of our Allies.

"Government regulations, naturally caused much confusion in the grain trade. The situation was a

most perplexing one to the grain merchants and meant serious sacrifices when a full knowledge of the requirements of the Government had been obtained.

"From the first the grain trade has given its hearty co-operation, with only one thought and that was for victory for American arms and its Allies in the great struggle which is going on in the interest of democracy."

TERMINAL NOTES

The Harvey Grain Company of Chicago, Ill., has increased its capital stock from \$99,000 to \$150,000.

The Schaefer Grain Company of Wichita, Kan., has been incorporated with a capital stock of \$5,000.

Late sales of memberships in the Chicago Board of Trade were made at \$3,000, the lowest price in a year.

A. E. Butler & Co., a grain and stock firm at 116 South La Salle Street, Chicago, Ill., has discontinued business.

L. W. McMasters, for a number of years past associated with Babcock, Rushton & Co. of Chicago, has joined the force of Updike Grain Company.

The Borin Grain Company has been incorporated at Omaha, Neb., with a capital stock of \$25,000 by Charles S. Borin, C. J. Harris and F. W. Borin.

Logan & Bryan of Chicago, Ill., have opened their branch office in the Arlington Hotel, Hot Springs, Ark., under the management of George Whiteman.

E. M. Husted, president of the Superior Elevator Company of Buffalo, N. Y., was recently appointed director of war savings for Erie County, Pennsylvania.

The Swift Grain Company of Detroit, Mich., has moved from the Chamber of Commerce to more commodious quarters on the fourth floor of the Free Press Building.

Robt. McDougal of Chicago has been appointed chairman of the committee of six representing the Council of Grain Exchanges on the committee of National Defense.

John J. Stream of J. C. Shaffer & Co., Chicago, and head of the corn and oats department of the Food Administration, spent the holidays with his family at Chicago.

Thompson & McKinnon of Chicago have announced the opening of their winter office at the Belleview Hotel, Bellair, Fla., under the management of W. O. Kennedy.

J. J. French, until recently with the Farmers' Elevator Company at Manson, Iowa, has taken charge of the office at Fort Dodge, Iowa, for E. W. Wagner & Co. of Chicago.

The Allied Grain Company, Ltd., Winnipeg, has been incorporated with a capital stock of \$40,000. Wm. S. King, a well-known grain merchant, is connected with the company.

It is said the bulk of the corn arriving at Baltimore, Md., is for the Baltimore Pearl Hominy Company which has been doing a record business on both domestic and Government account.

George H. Martin, a pioneer grain merchant of Los Angeles, Cal., has been appointed deputy food administrator for southern California to work in conjunction with R. A. Lewis at San Francisco.

Eugene H. Beer of Charles England & Co. of Baltimore, Md., is among those prominently mentioned for president of the Baltimore Chamber of Commerce at the coming election to be held January 28.

The Armour Grain Company of Chicago and the Quaker Oats Company, also of Chicago, made very splendid exhibits of their oat products at the Patriotic Food Show at the Coliseum, Chicago, held this month.

Carl H. Langenberg of Langenberg Bros. & Co., St. Louis, Mo., and now directing the affairs of the remount division of the Council of National Defense in Washington, D. C., spent the holidays in St. Louis visiting his family and friends.

The well known firm of J. Bolgiano & Son, seed growers and distributors of Baltimore, Md., celebrated its hundredth anniversary January 1. The

business was established by the great grandfather of the present proprietor in 1818.

Ware & Leland of Chicago have admitted to general partnership in the business the following gentlemen, who have been associated with the firm for very many years: John N. Weinand, E. J. Schaack, Harry B. Signor, Sefton Tranter.

The Atlantic Coast Shipping Company, Inc., has been formed at Baltimore, Md., with a capital stock of \$100,000 to engage in the general commission business. The incorporators are Arthur R. Lewis, John W. McGrath, and Margaret G. Dennis.

Ware & Leland of Chicago, with general offices in the Royal Insurance Building, have taken over the business of Charles Sincere & Co., who have offices in the Insurance Exchange Building. The former management of the Sincere firm remains the same.

John B. Turner of Memphis, Tenn., who was suspended from membership in the Chicago Board of Trade some time ago for failure to produce his books for examination has been reinstated. After long delay he brought his books to Chicago for examination.

Frederick B. Wells, vice-president of F. H. Peavey & Co., Minneapolis, Minn., is assisting in organizing a warehouse division of the quartermaster's department in the army. The principal work of the division is to create and control storage facilities for army supplies.

Barnett Faroll, formerly a broker for Bartlett, Frazier Company, and John J. Bittel, a broker for Shearson, Hammill & Co., Chicago, have formed the Faroll-Bittel Company to engage in the grain and provision business at Chicago. Offices are in 605 Postal Telegraph Building.

H. H. Newell, J. J. Fones and W. H. Perrine of Chicago, were appointed a committee by the directors of the Chicago Board of Trade to act in conjunction with the grain committee of the Board to investigate and assist in the adjustment of sales of cash corn for December shipment.

Picker & Beardsley Commission Company of St. Louis, Mo., sent out a calendar to the trade on January 1 which is not only a wall ornament, but contains five pages of useful information for the grain dealer. The grain man will find something of use in those five pages every day in the year.

W. S. Day, L. G. Brosseau and T. E. Cunningham were appointed a committee on the Chicago Board of Trade to assist Board members in making out the questionnaires from the Bureau of Markets and the Federal Trade Commission. The questionnaires require details covering the general facts and scope of the business.

The Bert A. Boyd Grain Company of Indianapolis, Ind., has sent out to its friends and patrons the 1918 leaves for the calendar holder it mailed a few years ago. The calendar is a useful as well as an ornamental gift and serves as a reminder that the Indianapolis firm is a strictly commission house. Consignments, they say, "are our hobby."

Honors of all kinds poured upon B. Frank Howard of Howard, Bartels & Co., Chicago, on the occasion of the celebration recently of his 79th birthday. He has been connected with the Chicago Board of Trade for upwards of 50 years as publisher of grain and provision statistics which are an authority in all markets. The "American Grain Trade" takes pleasure in extending its felicitations.

The Illinois Public Utilities Commission early in January approved new rates of grain inspection in Chicago and East St. Louis, Ill. Hereafter the rate in Chicago will be \$1 a car where moisture tests are necessary, and 75 cents a car without moisture tests. The rate at East St. Louis is fixed at 90 cents where moisture tests are made and 65 cents where no tests are made. The former rates at both places were 50 cents on in inspection and 50 cents per 1,000 bushels on outgoing cars.

The Armour Grain Company of Chicago has published a very elaborately illustrated and tastefully printed booklet on the new Chicago & North Western Railway Company Terminal Elevator at Irondale, Ill., which they lease and operate. Very many facts are given about this new 10,000,000-bushel ele-

vator, and the views contained therein include the welfare building; the elevator from the southwest and from the north; the office building; machine shops; garage building; looking west from across Calumet River; power house; dust house; blacksmith shop; roundhouse; repair tracks and store-room; shipping gallery.

On January 1 the style of the hay, grain and feed commission business of J. M. Frisch & Co. of Baltimore, Md., which has been conducted for the past three years by Walter F. Macneal, was changed to Walter F. Macneal & Co. Mr. Macneal, who will henceforth carry on the business under his own name, has been actively and continuously identified with the Frisch company and its predecessor, W. G. Bishop & Co., for more than 30 years. He will continue to have the co-operation and aid of the same corps of experienced sales and office force which has served him all these years. The principal business of the firm will continue to be the receiving and distribution of hay, grain, mill feed, corn products, etc.

It is a very pleasing and appropriate custom during the holidays to remember one's friends and patrons by season's greeting or souvenirs which are typical of the holiday spirit of good-will. We were the recipient of a great many of such and beg to acknowledge remembrances from the following: Pope & Eckhardt Company, Chicago, Ill.; Southworth & Co., Toledo, Ohio; The Halliday Elevator Company, Cairo, Ill.; Toberman, Mackey & Co., St. Louis, Mo.; Milwaukee Chamber of Commerce, Milwaukee, Wis.; J. F. Zahm & Co., Toledo, Ohio; McKenna & Rodgers, Chicago, Ill.; Frank A. Witt, Indianapolis, Ind.; Philip H. Schifflin & Co., Inc., Chicago, Ill.; T. A. Grier & Co., Peoria, Ill.; Willis E. Shelden, Jackson, Mich.; J. W. McCord, Columbus, Ohio; Lowell, Hoit & Co., Chicago, Ill.; E. B. Hitchcock, secretary Illinois Grain Dealers' Association, Decatur, Ill.; D. R. Risser, Vaughnsville, Ohio; The O'Bannon Company, Claremore, Okla.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States for the month of December and the year 1917:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	1,779,415	2,835,292	2,307,639	2,645,868
Corn, bus....	349,202	905,783	229,302	351,665
Oats, bus....	1,766,948	2,529,101	1,166,392	2,357,384
Barley, bus....	2,676	186,802	.....	34,899
Rye, bus....	674,704	1,322,473	1,134,616	1,410,139
Hay, tons....	4,240	2,878	2,207	892
Flour, bbls...	382,271	313,056	.....	263,868

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce (year):

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	25,373,787	46,289,243	24,241,360	44,228,729
Corn, bus....	19,191,062	22,069,065	15,795,556	19,848,722
Oats, bus....	22,670,743	41,230,468	16,795,655	37,771,398
Barley, bus....	1,586,769	4,986,969	1,509,624	5,396,120
Rye, bus....	9,073,836	12,577,433	8,737,987	13,276,680
Hay, tons....	52,854	47,699	14,364	10,995
Flour, bbls...	3,263,173	3,111,210	1,900,000	2,283,861

CHICAGO—Reported by John R. Mauff, secretary of the Board of Trade:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	1,006,000	3,630,000	523,000	2,677,000
Corn, bus....	6,228,000	10,311,000	2,223,000	5,182,000
Oats, bus....	8,745,000	8,483,000	6,144,000	6,427,000
Barley, bus...	2,206,000	2,873,000	704,000	770,000
Rye, bus....	326,000	780,000	188,000	491,000
Timothy seed, lbs.	1,915,000	3,051,000	1,291,000	3,128,000
Clover seed, lbs.	587,000	1,416,000	1,144,000	962,000
Other grass seed, lbs....	3,507,000	2,475,000	790,000	1,205,000
Flax seed, bus.	96,000	265,000	8,000	1,000
Broom corn, lbs.	2,509,000	1,312,000	1,460,000	2,342,000
Hay, tons....	34,681	20,628	9,409	1,423
Flour, bbls...	833,000	773,000	822,000	692,000

CHICAGO—Reported by John R. Mauff, secretary of the Board of Trade (year):

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus.	31,751,000	74,944,000	24,047,000	61,187,000
Corn, bus..	70,854,000	102,376,000	36,006,000	61,782,000
Oats, bus..	125,910,000	161,244,000	101,078,000	116,875,000
Barley, bus.	22,348,000	34,526,000	6,719,000	11,416,000
Rye, bus..	4,541,000	5,601,000	3,667,000	4,436,000
Timothy seed, lbs.	39,144,000	34,582,000	35,005,000	36,249,000
Clover seed, lbs.	8,814,000	9,873,000	10,411,000	9,555,000
Other grass seed, lbs.	32,189,000	29,980,000	13,663,000	18,142,000
Flax seed, bus.	1,222,000	1,225,000	42,000	27,000
Br'm corn, lbs.	15,877,000	21,103,000	9,882,000	20,699,000
Hay, tons..	279,647	267,861	114,000	90,100
Flour, bbls.	9,678,000	9,353,000	8,383,000	8,332,000

CINCINNATI—Reported by C. R. Hebble, acting executive secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	584,220	380,008	601,230	510,144
Corn, bus...	616,583	1,173,782	352,203	545,093
Oats, bus...	449,141	488,215	354,247	234,534
Barley, bus...	108,222	350,531	1,240	6,432
Rye, bus...	97,688	50,458	67,644	21,631
Timothy seed, lbs.	1,097	3,108	1,463	1,395
Clover seed, lbs.	821	3,030	1,045	859
Other grass seed, lbs.	20,099	33,098	11,503	18,532
Flax seed, bus.	.....	20	9	37
Broom corn, lbs.	242,893	81,710	89,830	47,988
Hay, tons...	43,324	22,504	38,445	20,163
Flour, bbls...	312,316	196,887	139,463	195,252

CINCINNATI—Reported by C. R. Hebble, acting executive secretary of the Chamber of Commerce (year):

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	7,517,958	7,274,652	6,152,512	5,098,455
Corn, bus...	8,939,172	9,499,415	4,656,197	3,121,093
Oats, bus...	7,073,714	7,005,353	5,146,452	6,021,083
Barley, bus...	1,033,828	1,498,534	118,351	30,505
Rye, bus...	750,664	660,077	511,274	208,016
Timothy seed, lbs.	27,633	56,503	31,998	26,384
Clover seed, lbs.	24,687	30,518	34,127	35,267
Other grass seed, lbs.	163,886	161,415	138,214	123,537
Flax seed, bus.	268	1,771	208	1,006
Broom corn, lbs.	1,502,218	1,328,935	715,477	623,297
Hay, tons...	327,086	162,040	257,307	117,435
Flour, bbls...	2,070,264	2,099,830	1,478,178	1,706,351

DETROIT—Reported by M. S. Donovan, secretary of the Board of Trade:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	176,000	108,000	20,000	83,000
Corn, bus...	191,000	479,000	8,000	125,000
Oats, bus...	300,000	228,000	31,000	34,000
Rye, bus...	63,000	35,000	9,000	13,000
Flour, bbls...	29,000	27,000	39,000	34,000

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	3,057,631	4,320,017	2,559,346	6,165,980
Oats, bus...	36,791	793,847	79,684	521,732
Barley, bus...	278,271	748,330	598,426	1,551,427
Rye, bus...	83,149	342,887	129,233	144,599
Flax seed, bus.	845,262	1,548,863	783,855	2,696,508
Flour, bbls...	600,840	21,300	1,006,360	528,475
Flour, barrels produced	158,815	158,815	.....	.....

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	66,250	69,000	25,000	6,000
Corn, bus...	1,343,750	2,836,000	407,500	1,004,000
Oats, bus...	887,400	461,000	527,400	281,000
Rye, bus...	12,500	6,000	7,500	1,000
Hay, cars...	139	254	.....	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	1,586,250	4,546,800	328,050	5,547,150
Corn, bus...	2,187,500	1,585,000	1,227,500	806,250
Oats, bus...	1,346,400	419,900	1,116,000	418,500
Barley, bus...	27,000	108,000	66,300	70,200
Rye, bus...	33,000	30,800	36,300	3,300
Flax seed, bus.	.....	1,000	1,000	7,000
Hay, tons...	33,960	39,900	19,728	18,876
Flour, bbls...	53,950	42,750	283,075	231,500

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade (year):

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	36,954,900	77,785,650	31,044,600	64,885,150
Corn, bus...	14,017,500	22,186,250	9,210,000	22,201,250
Oats, bus...	14,917,500	7,961,100	13,018,500	3,534,000
Barley, bus...	711,000	2,043,000	583,700	201,500
Rye, bus...	442,200	414,700	344,300	358,600
Flax seed, bus.	72,000	4,000	60,000	7,000
Hay, tons...	400,608	371,928	178,008	111,288
Flour, bbls...	508,300	476,750	3,442,725	2,866,500

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	476,530	940,800	128,894	719,836
Corn, bus...	1,003,660	1,783,540	321,280	1,069,202
Oats, bus...	3,470,070	2,246,160	1,946,742	2,931,917
Barley, bus...	2,079,280	1,880,000	478,915	248,346
Rye, bus...	475,580	438,000	217,470	254,694
Timothy seed, lbs.	180,189	1,593,717	483,210	462,157
Clover seed, lbs.	1,436,210	391,460	71,000	92,723
Flax seed, bus.	64,130	23,400	.....	.....
Hay, tons...	2,763	2,365	396	528
Flour, bbls...	104,230	105,490	177,497	184,025

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce (year):

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	7,676,447	8,705,256	5,558,966	4,799,030
Corn, bus...	11,121,900	11,610,530	7,711,557	7,680,724
Oats, bus...	29,344,010	40,134,900	22,296,218	38,044,724
Barley, bus...	16,724,120	22,402,760	3,776,821	5,765,878
Rye, bus...	2,500,165	3,669,240	1,583,695	3,054,879
Timothy seed, lbs.	5,275,016	9,043,156	5,070,493	2,100,651
Clover seed, lbs.	9,452,787	3,633,395	970,855	2,710,584
Flax seed, bus.	436,916	540,085	.....	77,858
Hay, tons...	19,595	28,025	3,341	10,131
Flour, bbls...	1,072,830	2,458,253	1,367,943	2,437,985

MINNEAPOLIS—Reported by E. P. Kehoe, statistician of the Chamber of Commerce:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	7,779,880	10,457,360	2,157,480	2,983,330
Corn, bus...	977,650	1,598,960	630,700	1,225,040
Oats, bus...	2,898,440	1,690,150	4,561,170	2,361,970
Barley, bus...	3,917,790	2,416,870	2,103,280	2,263,860
Rye, bus...	1,267,950	695,290	399,990	869,430
Flax seed, bus.	613,670	1,044,740	117,570	117,960
Hay, tons...	31,672	3,077	545	187
Flour, bbls...	90,539	72,802	1,594,156	1,325,186

MINNEAPOLIS—Reported by E. P. Kehoe, statistician of the Chamber of Commerce (year):

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	101,021,250	130,404,830	33,395,650	40,061,860
Corn, bus...	8,065,390	7,536,220	6,789,930	5,260,060
Oats, bus...	29,382,160	42,525,860	37,349,930	40,089,120
Barley, bus...	27,791,110	37,588,460	23,912,110	32,698,580
Rye, bus...	9,212,550	7,297,320	4,801,770	5,726,940
Flax s'd, bus.	6,026,380	8,892,200	1,172,150	1,163,700
Hay, tons...	35,752	40,521	2,974	2,415
Flour, bbls...	888,394	899,500	17,964,545	19,177,483

NEW YORK CITY—Reported by E. Heinzer, statistician of the Produce Exchange (year):

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	4,428,000	.....	4,045,221	.....
Corn, bus...	36,400	.....	229,159	.....
Oats, bus...	1,080,000	.....	987,449	.....
Barley, bus...	607,275	.....	237,233	.....
Rye, bus...	828,500	.....	569,445	.....
Timothy seed, lbs.	1,693 bags	.....	3,152 bags	.....
Clover seed, lbs.	.....	.....	.....	.....
Other grass seed, lbs.	.....	.....	.....	.....
Flax seed, bus.	37,700	.....	.....	.....
Hay, tons...	15,841	.....	1,830 bales	.....
Flour, bbls...	669,137	.....	470,916	.....

OMAHA—Reported by F. P. Manchester, secretary of the Grain Exchange:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	1,048,800	1,592,400	78,900	1,734,000
Corn, bus...	2,359,000	1,965,600	1,318,800	1,178,100
Oats, bus...	2,638,000	999,600	2,366,000	1,201,500
Barley, bus...	226,800	126,000	271,800	59,000
Rye, bus...	124,300	126,500	128,700	62,000

OMAHA—Reported by F. P. Manchester, secretary of the Grain Exchange (year):

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	13,714,600	36,831,600	10,549,200	34,210,800
Corn, bus...	29,882,600	21,166,600	25,764,000	18,236,700
Oats, bus...	20,280,500	14,570,700	19,371,100	14,148,000
Barley, bus...	871,200	1,163,800	821,000	971,000
Rye, bus...	1,711,400	1,136,800	1,376,400	615,000

TOLEDO—Reported by Archibald Gassaway, secretary of the Produce Exchange:

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	412,800	141,900	130,700	261,800
Corn, bus...	163,200	522,600	86,600	212,500
Oats, bus...	394,400	140,000	105,900	236,300
Barley, bus...	600	.....	.....	.....
Rye, bus...	17,400	11,000	20,700	5,200
Timothy seed, lbs.	10,151	7,964	1,527	675
Clover seed, lbs.	4,144	6,931	5,608	4,749
Alsiak seed, bags	507	1,352	972	660

TOLEDO—Reported by Archibald Gassaway, secretary of the Produce Exchange (year):

	Receipts		Shipments	
	1917	1916	1917	1916
Wheat, bus...	5,443,200	6,592,700	1,939,300	3,212,300
Corn, bus...	2,227,800	3,961,600	1,056,300	1,613,300
Oats, bus...	3,720,600	4,358,800	2,365,060	2,969,900
Barley, bus...	14,800	19,000	.....	.....
Rye, bus...	124,100	135,100	99,900	87,610
Timothy seed, lbs.	55,643	28,999	25,149	24,974
Clover seed, lbs.	32,615	73,499	66,045	60,585
Alsiak seed, bags	8,315	8,001	11,216	11,503

AN ELEVATOR IN FLORIDA

The wooden horse before the gates of Troy did not create more interest and curiosity in that ancient city than has the new 60,000-bushel elevator of the Florida Grain & Elevator Company at Jacksonville, for it is the first grain elevator in that city and in fact one of very few plants in the Gulf States east of New Orleans.

Up to the present time the South has not had



PLANT OF THE FLORIDA GRAIN & ELEVATOR COMPANY, JACKSONVILLE

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

Receipts	Shipments	
	1917	1916
Wheat, bus....	1,857,362	2,557,509
Corn, bus....	91,082	168,691
Oats, bus....	1,197,659	1,300,172
Barley, bus....	14,574	54,102
Rye, bus....	131,260	59,563
Flour, bbls....	230,034	157,720

Leaders in the Cincinnati Hay Market

EVERYBODY'S business is nobody's business. The Cincinnati Chamber of Commerce is made up of all the manufacturing and business interests of the city. As an organization it created a powerful influence for good in the city, but its interests were so heterogeneous that its regulation of each individual trade was, of necessity, more or less unsatisfactory. The grain and hay interests came to the conclusion that they needed some closer organization than that afforded by the Chamber and on March 1, 1916, organized the Grain and Hay Exchange of the Chamber of Commerce, the first subsidiary organization formed.

This change strengthened the grain and hay interests considerably, but there was still something

Governors. Besides their hay and grain interests the company handles seeds and manufactures the "No Better" line of horse, dairy and chicken feeds. They are firm believers in organization and are members of national and state associations.

Max Blumenthal, 2407 Union Central Building, has been for 25 years in the hay and grain business in Cincinnati, making a specialty of barley, which is an active grain in that market. He is a member of both the hay and grain national associations.

W. R. McQuillan and F. J. Currus compose the firm of McQuillan & Currus, 2404 Union Central Building. It was started 10 years ago as McQuillan & Co., and took its present title two years since. Both men have had a wide experience and are highly regarded, Mr. McQuillan being a director of the Grain & Hay Exchange and Mr. Currus being on the directorate of the Chamber of Commerce. They do a receiving and shipping business in both grain and hay.

The Cleveland Grain Company is managed at Cincinnati by C. S. Custer, who also acts as secretary for the Exchange. The company is one of the large operators in the central territory, operating a 750,000-bushel elevator at Cincinnati besides the large houses at Cleveland, Indianapolis and Sheldon and Champaign, Ill. They handle all kinds of grain and make a specialty of their consignment service.

For about 14 years Alfred Gowling was vice-president of the Cincinnati Grain & Hay Company, but about a year ago he bought out Ellis & Fleming and started in business under his own name. Perhaps no dealer on the market has had a wider or more varied experience than Mr. Gowling and the Grain & Hay Exchange is benefiting by it as he is vice-

elevator and 300-car warehouse, and also manufactures "Neutritia" horse and dairy feeds, "Columbia" chicken feed, and "Blue Boar" hog feed. They are also members of the National, the Illinois, Indiana and Ohio Grain Dealers Associations.

E. A. Fitzgerald, president of the Fitzgerald Bros. Company and also of the Grain & Hay Exchange, was one of the most active spirits behind the new plugging system. He has been associated with the grain and hay business in Cincinnati for about 15 years and the firm is 10 years old. Redmond S. Fitzgerald is secretary and treasurer and Harry Niemeyer is manager of the hay department. The new offices of the firm are in the Carew Building.

W. A. Van Horn was born and brought up in the grain and hay business, his father having operated a plant at Lawrenceburg, Ind., since 1864. W. A. was with his father until 1908, when his father retired and the firm of Van Horn & Bateman was formed, then about five years ago he came to Cincinnati and started operating on his own account, George Bateman continuing the business at Lawrenceburg. Mr. Van Horn deals in hay exclusively. He takes consignments but prefers to buy outright from the shippers.

The A. C. Gale Grain Company, at 3 Wiggins Block, has been organized for about two years. A. C. Gale is president and Murry Eislefelder is vice-president, the latter being connected also with Elsas & Pritz, one of the largest barley dealers in the state. The original capitalization was \$10,000, but it was found necessary to increase this to \$50,000. The firm specializes in milling corn and milling wheat, but does a general hay and grain receiving and shipping business.

The firm of Dan B. Granger & Co., 308 Neave Building, made up of Dan B. Granger and Lou McGlaughlin, does a general business in hay, grain



WAREHOUSE OF THE CINCINNATI GRAIN COMPANY

lacking, particularly in the handling of hay. Inspections were not satisfactory and there was confusion and delay in switching movements within the inspection area. A drastic change was indicated and the hay men took it. Four separate inspection tracks, accommodating over 100 cars, were chartered, and a car plugging system was inaugurated, the system that has proved so successful at Kansas City and Baltimore. Now every hay buyer knows exactly what he is buying, not only at the car door but the entire shipment. No more guess work, no more misgraded cars, no more mixed grades when only one is desired. The market is revolutionized and for the first time is on a secure and permanent basis for the betterment of interests of both receivers and shippers.

A few hay firms stand out prominently as the leaders in this movement to improve the market:

Maguire & Co., 54 Mitchell Building, is one of the oldest firms on the market, having started in 1864, and at the same time is one of the most progressive. These don't always go together, but in this case they do. The firm is composed of F. R. Maguire and his son, Charles S. They do a receiving business in both grain and hay, but the latter is the bigger end. Theirs is strictly a cash business. F. R. Maguire is a member of the Grain Committee of the Exchange and the junior member has a personal acquaintance among grain and hay shippers that is the envy of much older operators.

The DeMollet Grain Company, 1007 First National Bank, was formed two years ago, succeeding Allen & Munson, which had been operated by Mr. DeMollet for a number of years, before which for 10 years he had been connected with the Union Hay & Grain Company. He is a member of the Grain Dealers National Association and one of the most popular members of the Exchange.

Dorsel & Co., besides their hay and grain business which is managed by G. E. Snider, have an elevator and a 400-barrel mill at Newport, Ky., where they make "Seal of Kentucky" flour and a line of feed. The firm is composed of John Dorsel, president; John H. Dorsel, vice-president, and T. J. Dorsel, secretary and treasurer.

The Cincinnati Hay & Grain Company operate a 50,000-bushel grain elevator and 300-car capacity hay warehouse at Cincinnati and warehouses at Ivorydale, Ohio, and Erlanger, Latonia and Covington, Ky. The company consists of R. L. Heile, president; F. J. Helle, treasurer, and Elmer Heile, secretary, the latter being also on the Yard Board of



OFFICERS AND DIRECTORS OF THE CINCINNATI GRAIN AND HAY EXCHANGE
Photo by Courtesy Brown Portable Conveying Machinery Company.

president of the Exchange. Mr. Gowling lives in Newport, Ky., and takes great interest in local republican politics. He also is an enthusiastic Mason, having filled the chairs in all the bodies as well as in the Elks.

F. E. Fleming, 31 Wiggins Block, has been 20 years in the grain business in Cincinnati, formerly with the firm of Ellis & Fleming, which dissolved a year ago. He has a large consignment trade in grain and hay and buys considerable wheat for various mills.

The Ferger Grain Company, of which August Ferger is president; Tom Dugan, secretary, and John C. Ferger, treasurer, does a receiving and shipping business in grain and hay with a 100,000-bushel

and feed. They are the largest distributors of velvet bean in this section of the country, a stock feed rapidly gaining in popularity. The firm has been organized about two years, but both members are well known in the trade.

The firm of Early & Daniel Company is one of the best known on the market. Louis Daniel started peddling feed from a wagon at Lawrenceburg and when H. Lee Early became his partner they opened a warehouse in that city. In 1883 they came to Cincinnati and took over the old Big Four Warehouse. Today in addition to the warehouse they have a 150,000-bushel elevator and a 6-story concrete feed plant with a capacity of 5,000 sacks of feed per day. The chief brands are "Tuxedo Chop,"

horse and mule feed; "Cerealia Sweets," dairy feed; "Tuxedo" and "Eadan" scratch feed, and "Cere-a-l-i-a" egg mash. During the year the company erected and now have in operation a hay recom-



PLANT OF THE FERGER GRAIN COMPANY

pressing plant where they are furnishing recompressed hay for Government exportation.

The Mutual Commission Company was organized in June, 1916, by Robert L. Early and W. A. Daniel, sons of the founders of the Early & Daniel Company. The younger editions of their illustrious forefathers have both been brought up in the business and their abundance of energy and initiative are already making the firm name one to be reckoned with on the grain and hay market of Cincinnati.

Henry M. Brouse and Earl F. Skidmore compose the firm of Brouse-Skidmore Grain Company, with



INTERIOR OF THE FERGER HAY WAREHOUSE
Photo by Courtesy Brown Portable Conveying Machinery Co.

offices at 908 Fourth National Bank Building. While the firm is a comparatively new one, both members have had wide experience in the trade and both are popular alike on the market and among shippers. They do a general hay and grain receiving and shipping business and are members of both hay and grain National Associations.

CANADIAN CROPS REACH THE BILLION-DOLLAR MARK

The field crops of Canada are estimated by the Dominion Government at \$1,089,687,000, as compared with \$886,494,900 in 1916. This is the first time the field crops have reached the billion-dollar mark. The various estimates are as follows:

	1917	1916
Wheat	\$451,874,000	\$344,096,400
Oats	236,143,000	210,957,500
Hay, clover, alfalfa.....	145,361,600	171,613,900
Potatoes	81,355,000	50,982,300
Other grain crops.....	134,006,700	84,679,800
Roots and fodder.....	40,974,700	84,165,000

TRADE NOTES

Albert S. Johnson has been made general sales manager of the Anglo-American Mill Company of Owensboro, Ky., succeeding M. E. Rozelle. Mr. Johnson was recently sales manager of the Smith Motor Truck Company and his advent into the company is expected to popularize to a yet greater degree the American Marvel mill to the trade.

R. H. Folwell, president of the grain elevator building firm of Folwell-Ahlskog Company of Chicago, Ill., left that city with his wife early in January for a 30 days' business and pleasure trip to points on the Pacific Coast.

J. K. Thompson, who has been for years past the general superintendent of grain elevator construction for Witherspoon-Englar Company of Chicago, Ill., has enlisted in the war service of the Government and is now Captain of Engineers.

A. T. Sitterly, recently with The S. Howes Company of Silver Creek, N. Y., and now located at 47 Broadway, New York, writes us that he does not expect to remain idle but will shortly represent a grain or mill machinery house at New York. Mr. Sitterly is just entering on a career of usefulness and we predict a bright future for him.

The Macdonald Engineering Company of Chicago, Ill., is drawing the plans for a 500,000-bushel elevator for the Sperry Flour Company at Tacoma, Wash., and has the contract for putting in the complete equipment. Included in their late contracts is also one for building a large re-inforced concrete flour warehouse for F. W. Stock & Sons at Hillsdale, Mich.

The Burrell Engineering & Construction Company of Chicago, Ill., has a record of over 100 contracts in grain elevator building and remodel jobs during 1917. The contracts include both terminal and country houses and were all built on the high grade engineering lines, both in design and construction, for which the company is everywhere noted.

E. P. Stimmel, until recently manager of the Beall Improvements Company, Inc., of Decatur, Ill., has formed a new company to manufacture the self-contained mill formerly made by the Beall Company. They are now selling the machines and Mr. Stimmel reports that all indications point to a very nice business as soon as they can arrange to turn them out rapidly. Offices are in Room 422, Milliken Building, Decatur, Ill.

J. H. Hammill, vice-president and treasurer of the Strong-Scott Manufacturing Company of Minneapolis, Minn., has been appointed manager of the mechanical department of the Milling Division of the United States Food Administration. The selection of Mr. Hammill meets with the approval of everyone engaged in grain and milling lines as he has a thorough experience in designing, building, grain handling and cleaning and, in fact, in all departments of grain elevator and flour mill work.

The old Kerosene Carburetor Company, Inc., of Frankfort, Ind., has been reorganized as the Frankfort Carburetor Company, Inc., with an authorized capital of \$250,000. The officers, under the reorganization, prominent business men of Frankfort, are: Frank E. Coulter, president; Wm. H. Frank, vice-president; Carl W. Sims, secretary and treasurer. The company makes five sizes of carburetors for stationary engines and one for Ford cars. The large business the old company enjoyed may be reasonably expected to be greatly increased under the new progressive management.

"Dixon's Silica-Graphite Paint, Its Physical Properties and Especially the Wide Difference Between It and Other Protective Paints" is the title of a new booklet gotten out by the paint department of The Joseph Dixon Crucible Co., Jersey City, N. J. This booklet contains 24 pages of very interesting reading showing why Dixon's Silica-Graphite Paint,

for over 50 years the longest service paint, should be used for all protective purposes where unusual difficulties exist. To any one who has an interest in protective paint as a means of preserving property this booklet will especially appeal. In writing ask for booklet No. 17-1B.

James Stewart & Co., of New York, one of the largest construction concerns in the United States, whose Grain Elevator Building Department is located in the Westminster Building, Chicago, Ill., under the management of W. R. Sinks, is, it is understood, preparing to send a small village of workers to build piers and lighters in a haven on the French coast, so that cargo ships may be more expeditiously unloaded and freed for the return trip. Vessels now lie at anchor along the French coast either waiting to be unloaded or being used as storage tanks, their contents being removed in small quantities from time to time as wanted.

Grain dealers and millers who desire a type of grain storage that is durable and that will keep the grain secure from fire, wind, and vermin should write for the booklet, "Concrete Grain Tanks, Coal Bins, Water Tanks, and the Polk System of Building Them," published by the Polk-Genung-Polk Company of Fort Branch, Ind. There is very much interesting and valuable information given about concrete and its reliability as a building material as well as the manner of forming it into structures according to the best engineering practices. The booklet is also illustrated by modern concrete elevators, with testimonials from grain men and millers who have found the concrete storage the most practical and cheapest type of structure for housing grain.

The First National Bank of Chicago, Ill., made an excellent showing in its January statement. The deposits showed an increase since December 30, 1916, from \$176,051,000 to \$193,297,000, while the loans expanded during the same period from \$123,098,000 to \$143,296,000. The earnings of the First National Bank were \$2,121,599.48 and that of the affiliated First Trust & Savings Bank, \$1,006,110.33. The combined profits of the affiliated banks show net earnings for the year of 9½ per cent against 7¼ per cent last year on the average aggregate capital employed. After having made provisions for depreciation and losses, both actual and anticipated, and for excess profits and other taxes, the combined net profits of the two banks amounted to \$3,127,709.81. The dividends paid amounted to \$2,200,000, leaving a surplus for the year above dividends of \$927,709.81.

The first death among the 1,624 employees of the B. F. Goodrich Rubber Company of Akron, Ohio, manufacturers of the popular Diamond Belts for grain elevators, who have enlisted since the outbreak of hostilities is that of Ensign P. W. Page, who was particularly well known in the eastern automobile field. Ensign Page was drowned off the coast of England, according to word reaching the rubber belt corporation, when his seaplane became unmanageable and plunged into the sea. He has been in the service of the United States since May 4, the date of his enlistment. Ensign Page had been in the employ of the Goodrich company since September 3, 1913. He came to the company from Harvard University. He had always been interested in aviation and during his college days made many flights. He remained at Akron until March 10, 1914, when he was transferred to the Cincinnati branch, working out of there as a traveling representative until April 1, 1915, when he became manager of the Portland, Me., branch. On March 6, 1916, he was called to the Boston branch and assigned to cover western Massachusetts and southern Vermont. Shortly after the outbreak of war he resigned his position and entered the naval branch as an aviator.

THE FOLWELL-AHLSKOG COMPANY

Those who are acquainted with questions of grain handling, storage and transportation are of the opinion that the building of terminal grain elevators is still in its infancy. Notwithstanding the larger terminal houses that have been built the past few years, facilities at terminal markets are yet inadequate to take care of Uncle Sam's grain. The grain trade is to be congratulated therefore that it has in its service some of the best engineers in this or any country and we present to our readers the members of the latest firm to engage in large elevator designing and building work.

The Folwell-Ahlskog Company was organized a little over a year ago and incorporated at Chicago, Ill., with a capital of \$100,000 fully paid. The officers are: R. H. Folwell, president; Edwin Ahlskog, vice-president; W. F. Vatter, secretary and general superintendent of construction; I. H. Faleide, treasurer and chief engineer.

The accompanying picture shows President R. H. Folwell in his private office. Mr. Folwell is a graduate of the University of Minnesota and Cornell University, and has had an experience of 25 years in

wards became identified successively with the Macdonald Engineering Company, James Stewart & Co. and Witherspoon-Englar Company in the construction of grain elevators and warehouses and later became one of the partners in the Stephens Engineering Company, remaining with them six years, the last three of which he served as vice-president and manager.

I. H. Faleide, treasurer and chief engineer of the company, is a product of Norway. He is a graduate of the Bergen Technical College of that country and after coming to the United States engaged with the engineering department of the Western Electric Company of Chicago. Afterwards he was identified with John S. Metcalf Company, James Stewart & Co. and for 5 years was chief engineer for the Burrell Engineering & Construction Company. He left the Stephens Engineering Company to assume his present position.

W. F. Vatter, secretary and general superintendent of the new company, served as superintendent of construction with Geo. B. Swift & Co., James Stewart & Co. and Thompson-Starrett Company of Chicago. His experience covers heavy construction work, elevators, etc., for the past 16 years.



R. H. FOLWELL, PRESIDENT FOLWELL-AHLSKOG COMPANY

engineering and contracting work. Following four years of building steel bridges, he started in 1897 at Buffalo, N. Y., in the designing and building of grain elevators when he drew the plans for the structural steel work for the 2,500,000-bushel Great Northern Elevator, associated with D. A. Robinson, a prominent Eastern builder in that day. Mr. Folwell introduced a number of innovations in his next elevator, the 3,000,000-bushel Great Northern Elevator at Superior, Wis., using square bins with lighter material and after 17 years it is proven as one of the fastest handling plants on the Great Lakes. In 1901 Mr. Folwell left the Great Northern Railway Company's Engineering Department to accept the position of treasurer and chief engineer for the Barnett & Record Company of Minneapolis, Minn. He held this post until 1905 when he became a partner of James Stewart & Co. of New York in the construction of grain elevators and flour mills. During these years Mr. Folwell made two trips to Europe to investigate grain handling facilities on the other side.

Edwin Ahlskog is a civil engineer with wide experience in general contracting and building. Graduating from the University of Finland, he came to America in 1903 and joined the force of the Barnett & Record Company, later becoming associated with the Kenwood Bridge Company and the Metropolitan Railway in its track elevation. He after-

The company has very spacious and convenient offices on the 20th floor of the McCormick Building. During its short existence the firm has made plans for constructed work aggregating \$3,500,000, which includes grain elevators with a capacity totalling over 7,000,000 bushels. Included in these are the new Soo Line Terminal Elevator at Minneapolis, Minn., the Chicago, Milwaukee & St. Paul Elevator at Milwaukee, the Chicago Great Western Railway Elevator at Omaha, Neb., and the Pennsylvania Railroad Company Elevator at Erie, Pa., all of which have been written up in these columns.

HIGH GRADES UNDER FEDERAL STANDARDS

The opinion prevails among many grain shippers that the Federal standards are working a hardship for them, that the grades they receive on their grain are lower than they would ordinarily receive under state or market grades of previous years. This opinion is contradicted in a report recently sent out by the Department of Agriculture, which compares the No. 3 or better receipts of this year and of years previous, as follows:

1. Of the hard red spring wheat which arrived in Minneapolis during the months of August and September, 1914, 1915, and 1916, 76.7 per cent graded

No. 3 or better under Minnesota state standards for wheat in effect at that time.

Of the hard red spring wheat which arrived at Minneapolis during August and the first 22 days of September this year, 81.2 per cent graded No. 3 or better under the Federal standards.

In comparing the above facts, it should be borne in mind that whereas "No. 3 or better" under Minnesota state standards included the first four grades (No. 1 hard and Nos. 1, 2, 3, Northern) only the first three grades of the Federal standards have been considered.

2. Of the hard red winter wheat which arrived at Chicago during July and August this year, 79.3 per cent graded No. 3 or better under the Federal standard of the soft red winter wheat which arrived at Chicago during the same period, 72.5 per cent graded No. 3 or better under the Federal standards.

Of the hard red winter wheat that arrived at Kansas City during July and August this year, 89.9 per cent graded No. 3 or better under the Federal standards; of the soft red winter wheat which arrived at Kansas City during the same period, 92.6 per cent graded No. 3 or better under the Federal standards.

ROTATION CAR DISTRIBUTION
RULE CONDEMNED

BY SYDNEY A. HALE.

Distribution of available equipment to grain elevators by rotation in times of severe car shortage is condemned as unjustly discriminatory in a decision of the Interstate Commerce Commission in the case of *Farmers' Elevator Company of Vermillion, S. D., vs. Chicago, Milwaukee & St. Paul Railway Company*, 47 I. C. C., 475. In this case, the second of its kind to be passed upon by the Commission in 5 years, the carrier is given until March 1, 1918, to file and publish a rule in harmony with the principles laid down in the opinion written by Commissioner Meyer.

Complainants, operating elevators at Vermillion, Burbank, Jefferson, Canton, Howard and Dell Rapids, S. D., alleged that the carrier had failed to furnish them with sufficient cars to enable them to buy grain and ship it to the market in the usual and ordinary volume. They further averred that the amount of grain they had tendered for transportation constituted between 50 and 60 per cent of the entire shipments handled at their respective stations and that, therefore, they were entitled to a distribution of the available cars on the basis of the volume of business transacted or the quantity of grain constantly on hand in their elevators and tendered for transportation.

Under ordinary conditions of car shortage at the height of the grain shipping season, cars have been distributed under the provisions of an operating order, known as Rule 584. This rule, which is not on file with the Commission, directs distribution in proportion to the amount of freight ready to ship. For example, if there are three shippers at a station and one has five cars ready, another four cars and the third one car, the first would receive 50 per cent of the available equipment, the second 40 per cent and the third 10 per cent. The rule further provides that the applications of one day must be filled before those of another day are supplied and that applications must not be entered unless the applicant has the freight on hand ready to ship.

Car supply conditions in South Dakota became so acute in November, 1916, and complaints of distribution under Rule 584 so impressed the carrier, that application of the rule was abandoned for a distribution of cars in rotation to the shippers at each station. This, of course, gave each shipper an equal number of cars. Because no complaints, except those involved in this proceeding, were lodged against this practice, the carrier contended that the rotation method was satisfactory.

Rule 584, which is framed with the general view of distributing cars during periods of car shortage in the relative proportion in which different shippers tender grain actually on hand for shipment and prompt loading, however, the Commission believes, except for modifications pointed out, is fair and should be followed out during the entire period of car shortage. While, when all elevators are filled, shippers would probably offer all of their grain for shipment in order to receive the greatest possible share of the available equipment, this would result in no undue preference as shippers with the largest

storage capacity will thus receive the largest proportion of the available equipment. Thus, if there are four elevators at a station, one of which has a capacity equal to that of the other three combined, such elevator will receive 50 per cent of the cars available, instead of 25 per cent under the rotation plan.

The feature of the existing rule to which the Commission takes exception is that providing that "the applications of one day must be filled before those of another day are supplied." Under this, as the Commission points out, a shipper offering only one carload on a day when a competitor offered 20 could not secure additional cars until his competitor had received the number applied for even though it might take the carrier a considerable time to furnish such cars. The Commission directs that the rule be so revised "as to provide for a new distribution each day in accordance with the grain offered for shipment on that date, except that in case the share of any one shipper for any particular day is a fraction of a car and he is furnished no cars, this fraction shall be carried over to subsequent days until under his accumulated allotments he is furnished a car. The latter provision is necessary so as to take care of small shippers whose share under the rule may be less than a car for successive days and who might otherwise be furnished no cars. It will be reasonable, however, to provide that no additional cars will be allotted a shipper until cars furnished on previous days are loaded."

In refusing to accede to complaint's request that a rule be framed requiring distribution in accordance with past performances in shipments, the Commission justifies its position on the ground that various dealers at a station draw from the same general source of supply and that the supply to any one elevator may be cut off in whole or in part by competing elevators. It feels that fairness is served by giving the largest share of available cars to the dealer with the largest amount of grain on hand ready for shipment, even though such shipper might be less favorably situated in normal times. Elevators must be regarded as part of the facilities necessary for the transportation of grain and insofar as one shipper has provided himself with superior facilities he is entitled to whatever advantage he may secure thereby.

In the earlier case upon this point, *Railroad Commission of Iowa vs. Chicago, Rock Island & Pacific Railway* [29 I. C. C., 396], while the Commission refused to order a discontinuance of the practice of distributing cars according to demand and grain ready for shipment and the substitution of distribution upon the basis of past performance, distribution was left largely to the discretion of the local agents of the carriers. In view of the evidence in the present case, the Commission believes that this discretion should be withdrawn. Situations may arise where it is necessary to remove grain from a particular elevator to avoid deterioration, as when corn becomes heated or where damage to an elevator exposes grain to the elements. Discretion should be lodged with the carriers' officials to meet such emergencies and in the measure necessary deviate from their car distribution rules, but it is only in emergencies such as these that deviation should be permitted and the reasonableness and justice of the action taken should be subject to complaint.

COMPLAINTS were filed against the rates on grain to certain points in the states over the Louisville & Nashville, and the Nashville, Chattanooga & St. Louis Railways with the Tennessee Railroad Commission. The railroads settled and granted rates before the complaint was heard by the Railroad Commission.

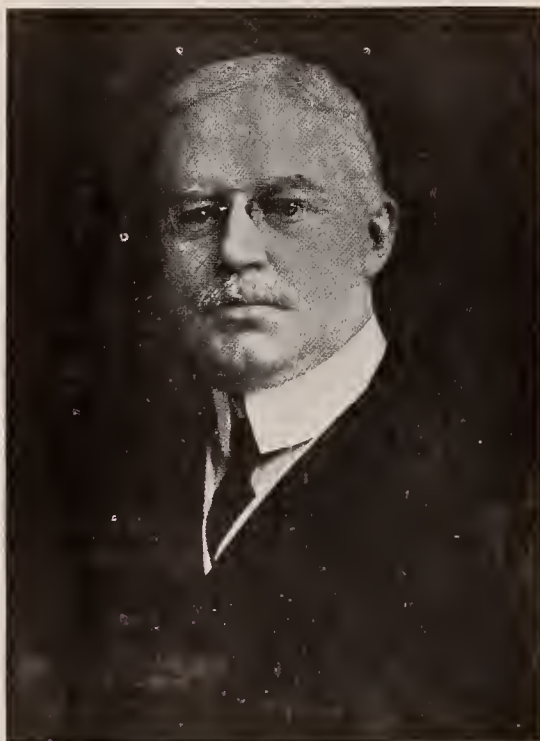
THE Wabash Railroad put into effect on January 3 an arrangement to absorb switching charges on grain coming from Illinois points at East St. Louis and on grain coming from Missouri points at St. Louis. Also to take care of absorption of switching charges on grain from Iowa points located on the Wabash Railroad.

NEWS LETTERS

TOLEDO

C. E. BRYANT - CORRESPONDENT

PRODUCE EXCHANGE members held their annual election of officers January 7. Honors came easily for Frank I. King, of C. A. King & Co., who was unanimously elected president, succeeding Jesse W. Young. This marks the fifth time Mr. King has been chosen for president, his last term being in 1912. Other officers chosen are:



FRANK I. KING
President Toledo Produce Exchange.

First vice-president, Fred Mayer, of J. F. Zahm & Co.; second vice-president, Frank W. Annin; secretary, Archibald Gassaway; treasurer, Harry R. DeVore. Directors, C. S. Coup, D. Anderson, E. L. Southworth, F. O. Paddock, R. P. Lipe, G. D. Woodman, F. R. Moorman, R. S. Sheldon, J. Wickenhiser, J. D. Hurlbut. H. W. Applegate, who has been on the directorate for several years, declined the honor this year. Mr. Applegate recently became identified with the Food Administration, Milling Division, as export manager.

R. T. Miles, Federal grain supervisor, has returned to his desk, after a month's absence in Washington.

W. A. Boardman, manager of the East Side Iron Elevator Company, expressed confidence, in a recent interview, that conditions in the grain trade will eventually work out satisfactorily to all concerned. Mr. Boardman says that the Food Administration and the trade realize the importance and necessity of having terminal elevators of sufficient storage capacity to accumulate large volumes of grain during the harvest season when the farmer is ready to move his grain. The present grain shortage, he said, is due largely to the fact that the mills are unable to obtain grain—when, as a matter of fact, there should be no difficulty under normal conditions as terminal elevators at this time of year are carrying sufficient stocks to meet the requirements of the mills during the winter season. He believes, however, that the elevator companies are coming back into their own and that it is the intention of the Government that they should be

operated to their full capacity. This alone depends upon the railroads and they are not as yet fixed to move any great volume of grain due to the shortage of motive power and box car equipment suitable for loading grain.

Friends of Harry Zimmerman, bookkeeper for J. F. Zahm & Co., gave a farewell dinner at the Elks' Club, a short time ago, the occasion being his departure to join the Coast Artillery at Camp Jackson, New Orleans. Mr. Zimmerman was one of 100 Toledo men chosen for this branch of the service. Those present included L. J. Ulrich, W. W. Cummings, J. A. Streicher, Joe Riley, Butch Miller, Joe Nichols and Arnold Zimmerman. Mr. Zimmerman was presented with a handsome wrist watch.

G. A. Kreagloh, of the Toledo Field Seed Company, is the recipient of many interesting letters from his son, George, who is stationed at Camp Johnston, Jacksonville, Fla., with the Quartermaster's Reserve. George is impressed with the hospitable spirit of the Southern people, and writes that their homes were thrown open to the boys in camp on New Year's Day, they were treated to a big dinner, and a mighty fine time was had by all. No wonder George "likes it."

Board of Directors voted to discontinue, "for the duration of the war," publication of the *Toledo Daily Post*, official organ of the Produce Exchange. To cover the needs of the trade, however, a mimeograph has been put into service, and a "Bulletin" is issued daily from the secretary's office.

A concrete and convincing demonstration of his popularity was shown W. W. ("Bill") Cummings, member of the firm of J. F. Zahm & Co., when a dozen of his friends in the grain and other trades gathered at the Elks' Club, recently, the occasion being his initiation into the local lodge of the Elks. The outstanding feature of the affair was an old-fashioned turkey dinner served by skilled chefs at Dyers' Cafe, and the presentation of a handsome diamond studded Elks' emblem. "Judge" L. J. Ulrich made the presentation speech in his well-known genial and graceful style and Mr. Cummings responded with a few brief words of appreciation.

BUFFALO

ELMER M. HILL - CORRESPONDENT

NAVIGATION over the Great Lakes route was brought to a close late in December and with it ended a season which was filled with false hopes for the grain interests of Buffalo. Not only did the grain movement fall far behind that of other years but there is not a single bushel of grain held in vessel storage in the Buffalo harbor this winter. Terminal elevators along the waterfront will be idle throughout the winter months while millions of bushels of last year's grain are being held in Western elevators and other points in the grain belt.

It is the general contention that receipts at Buffalo would have been greater if the situation had not been controlled by the Government.

Wheat did not move down the lakes in a constant flow during the season. The movement in April was the smallest of the season and the May movement was the largest of the year with a record of almost 26,000,000 bushels. During the next four months receipts averaged less than 2,500,000 bushels and in October, November and December there was

an increase but not enough to even approach the movement of the last seven years.

Total wheat receipts at the terminal elevators last season were 94,824,407 bushels as compared with 137,677,787 for the previous year and 166,697,313 for 1915. With the exception of oats and rye, receipts of all other grains took a similar slump. Corn was received only during the first two months of navigation—April and May.

Co-operating with the Federal Government, grain shippers in the Buffalo market are loading cars to their full capacity and have refrained from loading cars until shipping instructions have been fully determined. All arrivals of grain from Western markets are being unloaded with the utmost dispatch or are being re-consigned immediately upon arrival so as to give the transportation lines every help in facilitating the movement of the grain so as to avoid delay. The Corn Exchange of the Chamber of Commerce is co-operating in the nation-wide movement to urge shippers and receivers of grain to load and unload as quickly as possible so as to release the cars.

Edwin M. Husted, president of the Superior Milling Company, has been appointed director of the campaign in Erie County for the sale of Government war-saving stamps.

New York State farmers are urging the Federal Food Administration through Charles E. Treman of Utica, to give them \$2.28 a bushel for their wheat, less the freight to New York City for export, which would make the price from \$2.10 to \$2.20. Some farmers have complained they are not even receiving the full Government price.

The grain elevator and storehouse of the Scipio Patrons' Supply Company, of Merrifield, near Auburn, N. Y., was destroyed by fire on the last day of December with a loss estimated in excess of \$30,000. More than 5,000 bushels of grain were burned. The elevator and warehouse was owned and managed by a farmers' co-operative corporation. The cause of the fire is not known.

The old grain elevator and flour mill of the LeRoy Power & Milling Company, LeRoy, N. Y., has been closed and will be rebuilt into an electric power substation. The structure is considered a landmark in western New York, having been built in 1822 by Jacob LeRoy, after whom the town of LeRoy was named. It had a storage capacity for 15,000 bushels of grain and produced 200 barrels of flour daily. The building is a five-story structure and was recently bought by the Hydraulic Electric Gas Company.

All of the electric power produced, imported and distributed by the Niagara Falls Power Company, the Hydraulic Power Company, and the Cliff Electrical Distributing Company, of Niagara Falls, N. Y., has been commandeered by the Government and plans are now being made by the War Department in co-operation with officials of these power generating companies for complete re-distribution of electric power throughout Buffalo, Niagara Falls, Rochester and other western New York points. More than 200 industries which are not essential to the success of the war will be forced into idleness by the cutting off of their supply of electric power. Munitions plants and other war industries will be given all the electric energy they need. Aroused by the action of the Government, elevator operators and millers in the Buffalo district have appealed to the War Department for permission to continue to use sufficient power to keep their plants in operation. Some electric power supplied to these places will be cut off but sufficient power will be allotted them so as not to hinder their work to any great extent. Because many of the grain elevators are now idle, they will not need any great amount of power during the winter months.

A tour of the grain offices in Buffalo develops the fact that many grain men have abandoned their

office cares and worries to seek pleasure in the warm summer climate far from the blizzard weather and snow drifts now being endured here. Letters and post cards from various grain merchants indicate they are making new records on the Southern golf links and are catching more fish in tropical waters than they ever did before.

NEW YORK

C. K. TRAFTON - - CORRESPONDENT

H. GRAY JONES, who was associated with the grain, seed and feed trades in Liverpool for 25 years, but for the past 6 years has been connected with the Buenos Aires house of Allardice & Dimalow, arrived in New York shortly after the beginning of the year. He spent several days on the Produce Exchange floor prior to leaving for a visit among Western markets. We regret that lack of space prevents publishing in full all the interesting things Mr. Jones had to say regarding commercial and political affairs in various South American republics. He stated that the vast undeveloped plains and forests of Argentina offered many fine opportunities for investment, of which American capital has taken only slight advantage as yet, although several of our leading corporations are heavily interested and the recent arrival of numerous investigators suggests that many other firms contemplate the opening of new trade channels, partly because the war has caused the elimination of many European outlets. British capital is heavily interested, their railroad investments alone being placed at £250,000,000. Just at present, however, investors are held in check by labor troubles and political unrest. Advocates of socialistic doctrines are now in control, and hence labor agitators are emboldened in their strike demonstrations, while capital is correspondingly apprehensive.

The rank and file of the population is pro-Ally, and eager for a break with Germany, as evidenced by the destruction of the German Club and other German property. On the other hand, German influence is strong in Government circles, and especially around the President's household, and hence there is much friction. To a large extent the labor troubles are ascribed to German agitators, being regarded as part of their program to hinder the movement of grain, meats and other goods to the Allies. Enemy agents have bought unnecessarily large quantities of various commodities in order to force prices to prohibitive levels and thereby hinder buyers for the Allies. They also attempted to destroy crops by fire, but these efforts were futile because of heavy rains. Their most successful step was the incitement of a wide-spread railroad strike, accompanied by much destruction of property and other outrages, resulting in serious interruption to traffic. While the rains saved the crops from fire, they reduced the yields somewhat, and hence lower estimates have been made as to the final result, but it is too early as yet to form a positive opinion as to the outcome. Still, the new crops are moving and have accumulated at the ports awaiting shipment, being held up by the scarcity of freight room.

Contracts were made to ship 100,000,000 bushels of wheat, oats and linseed to the Allies and latest advices were that the Argentine Congress had practically agreed to a credit of £40,000,000 to cover various purchases. Brazil with its enormous area and untold resources also presents many opportunities for investment, especially as the Government is becoming more stable. If satisfactory customs arrangements can be made there seems to be no reason why a large part of the Brazilian trade should not be secured by American firms. Food stuffs, notably grain and flour, must be imported on a large scale in order to feed the population of about 30,000,000. The flour milling industry is fairly extensive, including about half a dozen mills of large capacity. Heretofore about 400,000

tons of wheat have been imported annually from Argentine, but some decrease is looked for as the striking advance in cost has led to reduced consumption. In order to maintain their own mills, the Argentine authorities have been endeavoring to force Brazil to take a larger proportion of flour and less wheat, which is, of course, unsatisfactory to Brazilian millers, which seems to offer a good opportunity for American wheat exporters.

One car of corn in New York! This unprecedented state of affairs furnishes striking demonstration of the shortage of corn supplies at the big centers of distribution. According to the records of the Produce Exchange, the closest approach to such a condition was in November, 1913, when the supply was only 6,071 bushels. The present stock is placed at 1,207 bushels, against 728,052 a year ago, and 500,726 two years ago.

The latest addition to the many decorations on the walls of the New York Produce Exchange is a neatly framed scroll, bearing the following legend artistically embossed in various colored inks:

NEW YORK PRODUCE EXCHANGE Honor Roll

Of Its Members and Their Immediate Families
in the Service of Their Country
to Make the World Safe for
Democracy.

The names are arranged in alphabetical order, but first place as far as the number enlisted is concerned goes to Frank I. Maguire, an old member of the grain trade, head of the old commission firm of Maguire & Jenkins, who has one son and six nephews in the service. Next comes Charles Spear, formerly head of the old grain firm of Spear & Reed, who is represented by four nephews. Edward G. Burgess, president of the International Elevator Company, an ex-president of the Exchange, has a son engaged, while his son Charles Burgess, has two sons. Two sons are also down for Thomas M. Blake, a prominent veteran of the hay and grain trade, and for C. H. McLoughlin of the Barnes-Ames Company, grain exporters. Herbert L. Bodman, head of Milmine, Bodman & Co., Inc., grain exporters, is serving as a lieutenant in the National Army, while B. F. Schwartz of B. F. Schwartz & Co., Inc., grain merchants, is also personally engaged. Other grain men with one son in the service are: J. H. Halsted of W. H. Story & Co., N. B. Haynor of E. W. Wagner & Co., George T. Gray of Parker & Graff, Selah Young, Jr., of Thomson & McKinnon, P. Howard Worth, A. N. Mosser, J. J. Thompson and David Bingham. C. E. Cassidy of Carscallen & Cassidy, grain and hay, is represented by a nephew, and A. C. Fetterolf of the International Mercantile Marine by a son.

In keeping with the annual custom, the members of the N. Y. Produce Exchange devoted the afternoon of the last day of the old year to their Year End Entertainment, acting as hosts to over 2,000 of the poor children of lower New York, including a delegation of little cripples from various asylums. Long tiers of seats were erected on three sides of the huge floor to accommodate this young audience which displayed enthusiastic appreciation of the entertainment provided, consisting of a military band, trained animals, fancy skaters, acrobats, jugglers and clowns. The party wound up in a blaze of glory when all hands filed out past an "Honest-to-Goodness" Santa Claus, who presented each child with a basket containing a varied assortment of gifts. This august but genial personage was so well disguised in white whiskers and the regular Santa Claus costume that even his close friends had difficulty in recognizing George W. Blanchard, the active and popular head of the North American Grain Company, Inc.

Members of the New York Produce Exchange, and especially in the grain and shipping trades, were much pleased recently to hear that their old friend and associate, A. C. Fetterolf, had been appointed a member of the U. S. Chartering Board. It was the universal opinion that Mr. Fetterolf

would prove decidedly valuable in this official capacity as he has long been prominently identified with different steamship lines, recently with the International Mercantile Marine, where he was chiefly in charge of freight rates, etc.

* * *

Members of the Produce Exchange extended a cordial welcome recently to John R. Mauff, the newly appointed secretary of the Chicago Board of Trade. Other prominent Chicago grain men seen on the Exchange floor recently were: A. O. Mason, treasurer of the Nye-Jenks Grain Company; F. S. Lewis of F. S. Lewis & Co., and O. W. Glenk, connected with the Chicago office of Knight & Co., commission merchants.

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The death was announced on the Produce Exchange recently of John C. Wissell, aged 79 years. Mr. Wissell had been well known in the grain trade for many years, but in recent years has been idle, owing largely to poor health.

KANSAS CITY

B. S. BROWN - - CORRESPONDENT

KANSAS CITY Board of Trade men were pleased to learn January 8 that Director General McAdoo had ordered Eastern lines to move empty cars and equipment westward to relieve the tension at grain stations. Millions of bushels of grain, especially corn, are held in country elevators, so located that they are not quickly available for distribution. Because of the lack of cars, this grain has been isolated; and as a result, a high level of values has been established at terminals, and a low level paid to the farmers. The case of corn is particularly critical, since it would lose value rapidly by summer if not moved out. The corn can now be moved this winter to places where it can be handled or used. The machinery for effecting the most advantageous and equitable distribution of the coming equipment, is ready; O. C. Hill, superintendent of the Terminal Company here, is in charge of the Government's car service department.

* * *

Many of the larger firms on the Board of Trade have lost money steadily for months; but they have steadfastly maintained their offices, and continued to do what business they could, for two reasons, at least. One reason is a patriotic one—the Board and its members have a real function to perform economically, and it would have been disloyal to “lay down.” The other reason is that the firms wished to keep as much of their organizations together as possible, even if radical readjustments of work had to be effected.

* * *

The increasing arrivals of corn have provided additional activities for grain firms, and some of them are more than making expenses. The No. 4 and No. 5 corn is being handled at elevators, and improved to higher grade, to the benefit of the industry, and to some profit. The corn trade is demonstrating most emphatically the manner in which the commission men and dealers at central markets help to stabilize business. They are digging up the corn wherever they can find it; buying it—and taking rather long chances on the possible market the next day or so, prices fluctuating in five-cent ranges erratically. Naturally the seller is assured of a more level run of prices, than if he had to take the heavy losses, set off the occasional substantial gains.

* * *

O. A. Severance, elected president of the Kansas City Board of Trade, January 8, is perhaps the youngest man who ever was accorded that honor. And he undertakes the leadership of the body at a most critical time, when heavy demands will be made on his time and his resourcefulness. It is

considered, however, that there is no man better fitted for just this contingency. Mr. Severance grew up in the grain business in Kansas City. He came to this city in 1887, and in 1892 entered the service of the Vanderslice-Lynds Grain Company of which he is now secretary-treasurer. He has served three different terms as director of the Board of Trade. Two years ago he was elected second vice-president, last year advancing to first vice-president. The Nominating Committee put up the name of A. J. Poor with that of Mr. Severance for president this year, Mr. Poor retiring from the race.

The election of the Kansas City Board of Trade resulted, besides the choosing of Mr. Severance as president, in the advancement of Guy A. Moore from second to first vice-president, and the election of F. C. Vincent as second vice-president. The second vice-president automatically is promoted one step, under the constitution. The directors elected were: T. J. Brodnax, H. J. Dittenbaugh, H. T. Mulhall, Wm. Murphy, J. E. Rahm and R. J. Thresher. The Board of Arbitration is supposed to have five members; but a tie may possibly require another election. The men who received the votes were D. C. Bishop, Alfred Hertz, S. P. Hinds, J. J. Kraettli, A. R. Peirson and H. E. Poor.

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The Advisory Committee of the Grain Dealers National Association held a meeting in Kansas City, at the Coates House, January 7 and 8, with the following members present: Geo. A. Wells, secretary of the Western Grain Dealers Association, chairman; Charles Quinn, secretary of the National; C. F. Prouty, secretary of the Oklahoma Association; E. J. Smiley, secretary of the Kansas Association; H. B. Dorsey, secretary of the Texas Association; D. L. Boyer, secretary of the Missouri Association, and E. B. Hitchcock, secretary of the Illinois Association. The chief subjects discussed were the relations of the country shippers with the food administration, and matters of interest connected with the I. C. C. ruling 9009.

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Instead of a blank wall, a great opportunity is seen ahead, by some of the officers of the Kansas City Traveling Grain Men's Association. Here are the apparently unfavorable circumstances: The president, Major Moberly, went to Des Moines last summer; Ed R. Welsh, secretary, left a few weeks ago for Atchison. The 75 men who had been traveling out of Kansas City a few months ago have dwindled to 25—and these may be reduced further. There seemed to be nothing to do but quit—and maybe get together again under more propitious times. But Harry Stevenson, one of the directors of the club, and F. O. Zimmerman, treasurer, got to talking about the funeral services, and the obituary, recently—and discovered that the nicest things that could be said about the club, inferred its continued and even more serviceable existence! It was organized for educational purposes—and if ever there was a time when grain men, travelers and others, needed to be kept closely in touch with what was going on, and imbibe the constructive spirit of service, it is now! So—the Traveling Grain Men's Association will not be disbanded. It may be developed into a very important factor in helping Uncle Sam “go over the top” in his reconstruction of the grain handling business.

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The following resolution was adopted, recently, by the Kansas City Board of Trade directors. It went into effect at once:

Resolved, that members shall not transfer trades made for their personal account the same day, bought and sold, at the same price, and members clearing trades for another member shall not accept such transfers, but members acting as commission merchants may clear trades made by another member of his own account on the same day bought and sold at the same price, and shall collect therefor a minimum charge of 1 cent for each 1,000 bushels, in addition to the state and Federal tax. The preceding resolution is subject to the following exceptions: Members acting as brokers may give up the names of their principals. Members may exchange a future contract for cash property. Members trading for their own account, but clearing through other members, may give up the names of such members. Any member transferring or scratching trade, in violation of these regulations,

shall be deemed guilty of a grave offense, involving the good name of this association, and shall be liable to discipline.

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E. M. Jolley is now with the Shannon Grain Company.

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J. J. Wolcott, who is a member of the Board of Trade, recently presented all of the Western Union boys on the Exchange floor with a knitted cap and a pair of gloves, bought Red Cross memberships for every messenger, and raised a Christmas fund for a stenographer on the Exchange who had been ill.

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William A. Schaub, who had been head office man for the Scoular-Bishop Grain Company for the past two years, died recently of appendicitis. He left a family.

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The Board of Trade raised a fund of \$1,200 for relief work in the Halifax disaster. Fifty dollars was collected with which to buy tobacco for former members and employes of the Exchange who are now in the service.

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W. D. Beven, White Cloud, Kan., has bought the Farmers' Grain Elevator & Supply Company, Muscotah, Kan.

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R. C. Cook, Atchison, Kan., has succeeded H. J. Schreiber as state grain inspector.

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W. B. Fee, former grain buyer for the Kansas Flour Mills Company, Sylvia, Kan., has been succeeded by D. E. Roseberry.

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The Corbin Milling & Elevator Company, Corbin, Kan., has increased its capital stock from \$5,000 to \$20,000.

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L. M. Batson, Fortescue, Kan., formerly manager of the Arkansas Valley Lumber Company, has taken over the local elevator.

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J. A. Gillette, Irving, Kan., has succeeded J. C. Shepard as manager of the Farmers' Elevator.

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The elevator at McPherson, Kan., with 2,200 bushels of oats, burned recently at a loss of \$3,500. Both the building and the grain were covered by insurance.

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Jess Petty, Washington, Kan., has succeeded A. T. Ingman as manager of the Farmers' Elevator Company.

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The Hiawatha Co-operative Company, Hiawatha, Kan., has bought the B. V. Sloan Elevator.

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A recent visitor at the Kansas City Board of Trade was William Schrenkler of Wakeeney, Kan., who, some time ago, organized a company at the exchange to provide seed wheat to western Kansas farmers. Mr. Schrenkler brought a report as to the distribution of the grain. About 7,000 bushels were placed in Sheridan, Graham, Gove and Trego Counties.

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Paul Phillips, formerly manager of the John Hayes Grain Company, Hutchinson, Kan., is in business now for himself, the Paul Phillips Grain Company being recently enrolled on the Hutchinson Board of Trade.

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W. P. Innes, well-known Wichita merchant, Wichita, Kan., has been appointed Food Director of Kansas. Mr. Innes is said to have proved his ability for the job by his great success in the Wheat Show in Wichita.

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The Bossemeyer Bros. Grain Company, Wichita, Kan., has discontinued business, owing to its heads having gone into the oil business.

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The Green County Grain Company, Springfield, Mo., has been incorporated with a capital stock of \$24,000 by W. S. Gunning, W. J. McDaniels, R. E. Laughlin and others.

R. R. De Armond, who was a member of the Board of Trade, was recently made a second lieutenant in the army.

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The Ashland Grain Company, Ashland, Kan., which is headed by C. E. Edsall and W. A. Lonker, is building an elevator with a capacity of 15,000 bushels. It will have a cleaning capacity of around 1,000 bushels per hour and an elevating capacity of about 1,500.

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M. J. Callahan, Arma, Kan., has succeeded George McClure at the Kelso Grain Company, Mr. McClure being transferred to the Pittsburg (Kan.) office.

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The Farmers Co-operative Company, Braymer, Mo., has added to its regular grain business, a department of flour and feed.

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C. F. Arnold, well-known in the Kansas City hay market, was recently much relieved by the receipt of a cablegram announcing the safe arrival of his son, Bryant Arnold, who is in the Aviation Corps.

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Joseph A. McLiney, vice-president of the Brodnax-McLiney Grain Company, sold his interest in the business to T. J. Brodnax, and the first of this year retired from active work—at least for awhile. T. J. Brodnax has bought the interests of John I. Glover and has organized the Frisco Elevators Company, which will operate the Frisco and the Memphis Elevators at Kansas City. Mr. Glover has been operating the Frisco, and the Brodnax-McLiney firm had handled the Memphis. The Frisco Elevator Company has the following officers: President, T. J. Brodnax; vice-president, C. A. Dayton; secretary, W. O. Brackett; treasurer, John I. Glover.

ST. LOUIS

R. O. JOHNSON - CORRESPONDENT

THE Merchants Exchange broke all precedents at the annual election on January 2, when it renamed for the year 1918, the officers and directors that served during 1917. The action was construed as a war measure, as it was thought best to keep the grain and milling interests equally represented among the officers and directors, and this was done in naming the old ticket. The election meant that J. O. Ballard will continue as president, E. C. Andrews of the Kehlor Flour Mills Company, first vice-president, and Charles L. Niemeier, second vice-president.

The Board of Directors named for two years was Roger P. Annan, Jr., Frederick Krey, A. J. Rogers, Louis Valier and Frank Vincent. Nat. L. Moffitt was named a director for one year, to fill the vacancy created by the recent death of Trave Elmore.

The Committee of Appeals named was: Clifford H. Albers; J. Paul Berger; Arthur C. Bernet; M. J. Connor; Louis A. Engel; James M. Gettys; Louis T. Hall; Wm. M. Louderman; Wm. C. McCoy; Zeb. P. Owifigs; Erich Picker; A. C. Robinson.

The Committee of Arbitration chosen was: Gilbert Sears; W. J. Edwards; E. F. Catlin; Geo. C. Martin, Jr.; Hugh J. Brady; George Harsh; Cary H. Bacon; W. K. Stanard; James A. Connor; Robert W. Pommer.

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Following the election, and at the first meeting of the new Board of Directors, Eugene Smith was unanimously chosen as secretary, as he has ably filled that position for many years. Percy Werner was named attorney, August Rump, flour inspector, John King, provision inspector, and Charles A. Wilson, seed and castor bean inspector.

* * *

A resolution was adopted providing for the redemption of 50 memberships, other than the deceased members, on which the dues for 1918 were paid, in sum of \$400, if presented in the first 6 months of the year. Certificates of deceased mem-

bers also will be redeemed on a basis of \$400.

The following list of committees was announced: Real Estate Committee—John O. Ballard, chairman; Edward C. Andrews, Charles L. Niemeier, Jacob Schreiner and Roger P. Annan, Jr.

Honorary Membership Committee—Edward Devoy, chairman; Charles A. Cox, Henry C. Haarstick, Alexander H. Smith, George J. Tansey, Otto L. Teichmann and Jacob Schreiner.

Finance Committee—Jacob Schreiner, chairman; Roger P. Annan, Jr., vice-chairman; John L. Messmore, L. Ray Carter and J. Frank Vincent.

Membership Committee—Louis A. Valier, chairman; Albert J. Rogers and J. Frank Vincent.

Board of Managers of the Traffic Department—Roger P. Annan, Jr., chairman; Louis A. Valier, vice-chairman; Edward C. Andrews, W. T. Brookings, Alex. C. Harsh, A. E. Bernet, Mason H. Hawpe, Joseph T. Newell, Maxwell Kennedy, A. J. Schulte, John D. Mullally, George F. Powell, Aderton Samuel and Louis F. Schultz.

Department of Supervision of Weights—J. Frank Vincent, chairman; Robert C. Valier, vice-chair-



JOHN O. BALLARD
President St. Louis Merchants Exchange.

man; W. J. Edwards, George Harsh, Fred Deibel, George C. Martin, Jr., Herman A. Von Rump, Walter H. Toberman and William C. McCoy.

Complaints Committee—Albert J. Rogers, chairman; Wilbur B. Christian, Cary H. Bacon, N. L. Moffitt and V. M. Jones.

Rules Committee—Charles L. Niemeier, chairman; John L. Messmore, Fred W. Seele, Chas. F. Beardsley, Thos. B. Teasdale and Harry W. Daub.

Committee on Contracts for Future Delivery—N. L. Moffitt, chairman; M. J. Connor, Harry W. Daub, G. A. Venniga and W. C. Seele.

Special Committee of Appeals—Eugene C. Dreyer, chairman; C. L. Carter, Ed. F. Catlin, Clifford H. Albers, Thos. H. Francis, A. C. Robinson and S. A. Whitehead.

Market Reports Committee—Alex. C. Harsh, chairman; W. J. Klosterman, John Louderman, Nat. L. Moffitt, E. C. Andrews, Jr., and E. B. Immer.

Grain Committee—Edward C. Andrews, chairman; J. E. Dixon, J. Paul Berger, Charles L. Niemeier, Fred W. Seele, Gilbert Sears and C. F. Beardsley.

Barley Committee—Fred C. Orthwein, chairman; F. W. Feuerbacher, Edwin J. Greve and Wm. J. Lemp.

Flour Inspection Committee—Al. V. Imbs, chairman; Christian Bernet, vice-chairman; Henry Burg, John F. Morrissey, Victor Albrecht, W. K. Stanard and R. N. Walker.

Committee on Provisions—Frederick Krey, chairman; Hugh Ferguson, James M. Gettys, J. J. P. Langton and Gus. Bischoff, Jr.

Committee on Seeds and Castor Beans—Adolph Cornell, chairman; J. Paul Berger, A. J. Barnidge and R. W. Pommer.

Hay Committee—Walter H. Toberman, chairman; D. S. Mullally, D. W. Clifton, W. J. Klosterman, John D. Mullally, V. G. Tice and H. L. Boudreau.

Arbitration, Hay—F. M. McClelland, chairman; S. P. Steed, J. R. Lacy, Fred W. Seele and Geo. F. R. Wittich.

Produce—Manley G. Richmond, chairman; Fred C. Claus, Louis A. Jasper and W. J. Templeman.

Floor Committee—George Harsh, chairman; C. L. Wright, vice-chairman; W. M. Connor, Thomas P. Lahey, Julius J. Albrecht, C. I. Carter, Edward C. Steele, H. B. Louderman, Sr., and Aderton Samuel.

Postal Affairs Committee—J. J. P. Langton, chairman; Edward Devoy, K. B. Hannigan, F. B. Chamberlain and M. R. Parrott.

Legislative Committee—N. L. Moffitt, chairman; L. Ray Carter, Ludwig Hesse, Joseph W. Steele and William C. McCoy.

Insurance Committee—Harry E. Papin, chairman; Louis A. Engel, John R. Goodall, Alfred C. Carr and Nicholas R. Wall.

Reception and Entertainment—Edward C. Andrews, chairman; Edward M. Flesh, vice-chairman; P. P. Connor, Charles A. Cox, William H. Danforth, Hugh Ferguson, D. R. Francis, Frank Gaiennie, James W. Garneau, J. D. Goldman, Walker Hill, F. E. Kauffman, S. A. Whitehead, A. J. Rogers, F. C. Orthwein, R. J. Pendleton, M. G. Richmond, Charles P. Senter, W. K. Stanard, Thomas B. Teasdale, O. L. Teichmann and E. L. Waggoner.

Mississippi River Committee—Thomas B. Teasdale, chairman; Claude A. Morton, Edward C. Andrews, Marshall Hall, Harry W. Daub, George F. Powell and Harry H. Langenberg.

* * *

The annual report of the Merchants Exchange was issued to members recently by President J. O. Ballard and showed that regardless of unsatisfactory conditions and restrictions on grain trading the exchange had a prosperous year in 1917.

The report showed the dues to be paid by each member in 1918 was fixed at \$100, the same as that paid the past year. The amount to be paid as a transfer fee was placed at \$100, the same as that of the previous year.

The revenues from all sources for the Current Account the past year aggregated \$170,931.53, of which amount \$108,500 were from dues; \$42,135.78 for fees paid to the Weighing Department and the balance from Transfer Fees; rental of space on the Exchange Floor to the telegraph and telephone companies; and from miscellaneous accounts. The total expenses and deficits amounted to \$170,312.02, of which \$15,046.52 was for the maintenance of the Traffic Department; \$5,910.01 account of the deficit in the Department of Supervision of Weights; \$45,200 for the purchase and redemption of certificates, and \$57,000 for the expenses of the Exchange.

The membership of the Exchange at the close of the year numbered 971 in good standing, a decrease from that reported in 1917 of 119, which is accounted for as follows: Purchased and canceled 100; redeemed 11 certificates of deceased members; resigned 1; five forfeited for non-payment of dues and the certificates of two members were canceled, the members being placed on the list of honorary members.

The Exchange Building is well rented, every desirable room, with the exception of two, being occupied, and the total revenue therefrom amounted to \$48,433.23, an increase over the preceding 12 months of \$3,300. The total expenditures for the year amounted to \$56,704.22, leaving a balance of \$86.72. The Real Estate Account also has to its credit Government Bonds of \$50,000 par value.

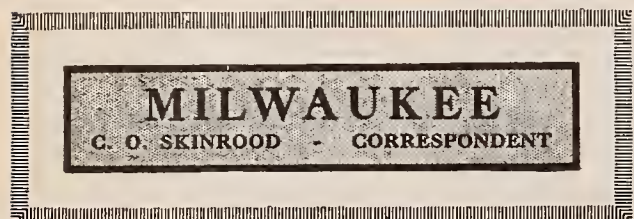
* * *

Following the traditions of past years the members of the Merchants Exchange came to the relief and succor of those at home or abroad whenever called upon. During the past year the demands for assistance have been many but at no time have appeals been made in vain to our membership. In the spring the flood stricken people of the islands of the lower Mississippi River were assisted in the purchase of seed corn. The tornado stricken districts of Missouri and Illinois

were aided, and at all times the membership was most prompt and generous in responding to the calls for contributions from all quarters, such as the Red Cross, Y. M. C. A., Hospital Saturday and Sunday Association, Navy Recruiting Committee Funds, and like demands in the exigencies due to the War.

* * *

With each passing year the Board of Directors is called upon to pay tribute to its deceased members and during the past 12 months there have been recorded the deaths of 24 members, among whom were Oscar L. Whitelaw, an ex-president, who served the Exchange in 1900. Edgar D. Tilton, a director in 1912-13, and Trave Elmore, who had been serving faithfully as a director from January, 1917, until November 29, 1917, the date of his death. In each instance appropriate resolutions were adopted or ordered that a page of the Exchange records be devoted to the memory of the deceased.



THERE has been a very light run of corn since the new crop began to come in about December 1. Chief Inspector A. A. Breed says: "Most of the corn is, of course, very wet this year. We have had cars as high as 44 per cent moisture and a car at 38 per cent moisture. But these were, of course, exceptional. Perhaps the normal, or most usual percentage of moisture ranges around 20 to 20½ per cent. Some of the corn is grading No. 4.

"A good deal of the corn has to be run through the driers as soon as possible and much of it is damaged by heating. The corn shows evidences of attempting to treat it in the country. Often it becomes damaged before it can be got to market. The large amount of soft corn has already retarded shelling. The principal reason for scarcity of marketing however appears to be the lack of cars. Farmers are apparently inclined to sell their corn just as soon as they can get the cars to haul it in.

"The grading of wheat under Federal supervision is getting along nicely now although there is considerable lack of familiarity with the new grades. Some of the questions and complaints of grade that have come in indicate that shippers are not cognizant of the new requirements. Complaints of dockage in certain grades and other statements coming from shippers showed conclusively the lack of information. Wheat is now being graded substantially the same at all markets. Milwaukee inspectors have had no trouble in living up to the Government requirements.

"Some damaged oats has been coming, some giving evidence of being bin-burnt and stack damaged. In general the grades of oats coming have been desirable. There is considerable wild oats in the grain coming from Minnesota where there has always been trouble with this. Rye and barley receipts are running less than usual."

* * *

Secretary H. A. Plumb of the Chamber of Commerce gives a clear resume of the grain trade of the city for the past year. He states that grain receipts at Milwaukee were about 21,000,000 bushels less for the year 1917 than for 1916, the principal causes of this decline being the great scarcity of cars and the disinclination of the farmer to part with his product at the present prices. He asserts that it is a well known fact that the railroads are so overloaded with carrying burdens that they cannot possibly cope with them.

* * *

The Chamber of Commerce has taken an interest in a plan to combine all of the war work under one head. The scheme is to do Liberty Bond selling and engage in other war activities with the Rotary Club, Association of Commerce and the Chamber of Commerce working in conjunction. It is believed that

this will facilitate accomplishments all along the line.

* * *

Grain in store in Milwaukee at the close of last month was 854,000 bushels wheat in round numbers, 104,000 bushels of corn, 717,000 bushels of oats, 139,000 bushels of barley and 143,000 bushels of rye.

* * *

Benjamin M. Weil and William C. Mitchell are among the new members recently elected to the Chamber of Commerce.

* * *

P. B. Stratton, father of H. M. Stratton, grain man of Milwaukee, died recently.

* * *

Shipbuilding in the Milwaukee district is being carried on as extensively as conditions will permit. A number of the smaller type of vessels has been built for the Navy Department and some of the larger type have been requisitioned by the Government.

* * *

There was a falling off to some extent in the lake trade of Milwaukee during the year 1917 according to figures just compiled by the harbor authorities. The loss in the number of vessels arrived as compared with 1916 was 755 with a tonnage in round numbers of 1,485,000. The loss in the number of vessels cleared for the season was 756 with a tonnage of 1,508,000. This lack of freight traffic was largely due to the discontinuance of package freight traffic between Milwaukee and Eastern ports. In 1917 4,476 vessels arrived at Milwaukee with a total tonnage of 6,480,000, and the total clearances were 4,479 ships with an aggregate tonnage of 5,988,000. The arrivals were in round numbers 4,400 ships compared with some 5,200 ships for the season of 1916.

* * *

There was not as large an increase in the acreage of winter wheat in Wisconsin as expected. The total is 112,000 acres compared with 101,000 acres a year ago. This is an increase of 11 per cent according to the official crop report. There was very unfavorable weather in Wisconsin at seeding time and the press of other fall work prevented many farmers from carrying out of their plans. Many of the farmers who failed to get their seeding done will engage in the raising of spring wheat. The condition of winter wheat in Wisconsin is fair with 92 per cent compared with 93 per cent a year ago and a 10 year average of 93 per cent.

The total rye acreage in the state seeded at the present time is 473,000 acres compared with 446,000 acres a year ago. This means an increase of about 6 per cent. The condition of the crop is about 92 per cent of normal compared with 95 per cent a year ago and a 10 year average condition of 95 per cent. This indicates a slight decline in conditions. Compared to 1909 there is a decided increase in the rye and wheat acreage of the state. The college of agriculture plans to continue the campaign for more wheat and rye from year to year.



PAUL PERIGORD, of the French Army, complimented members of the Duluth Board of Trade for the prominence they had gained in supporting their country and its Allies in the war, in the course of a recent address delivered by him on the trading floor.

It may be mentioned that besides heading the list of any city or district public organization in the various appeals made in war or relief work since this country entered the struggle, members of the Board have formed a large class and taken up the preparation of surgical dressings on a broad scale. It has become the custom to clear the sample tables in the trading room after the close of each market session, and then to start in upon the mak-

ing of dressings under the supervision of lady supervisors from the local Red Cross circle. The first two weeks' endeavors of the grain men resulted in the putting up of more than 15,000 dressings.

* * *

That the grain trade in this country was the first business to adjust its mode of operating to war conditions, was a statement made by Watson S. Moore, secretary of the Food Administration Grain Corporation, in the course of a recent visit to the Board of Trade. Had it not been for the hearty co-operation shown by the various grain interests, it would have been impossible to bring the new plan of merchandising and distributing grain through the various channels into vogue as quickly and smoothly as it has been accomplished, he asserted. Recognizing that spirit, he said that members of the grain administration are endeavoring to prevent any more disturbance of the trade organizations than can possibly be avoided. He agreed that grain dealers as a class have made heavy sacrifices in conforming to the new conditions created through the war, and he declared that the administration desires to recognize their loyalty in lightening the burdens imposed upon them as far as it can be done.

Mr. Moore expressed the view that the freight congestion over the country will be gradually relieved as a result of the Government operation of the railroads. He gave as his opinion that sufficient cars will be available during the winter months to move flour and other foodstuffs all-rail from the West to the East, either for domestic consumption or export.

Mr. Moore's visit to Duluth from New York was brought about through the sad duty entailed upon him in accompanying the body of his son, Irving T. Moore, from the naval base at New London, Conn., to his late home here for interment. The young man had succumbed to an attack of pneumonia. At the time of this country's entry into the war, he was attending Yale University and he immediately offered his services to the navy, being assigned to one of the fast submarine chasers on the Atlantic Coast. He was only 22 years of age.

So far 50 members, sons of members, or employees of the Duluth Board of Trade have attested their loyalty in joining this country's military forces for service during the war. Young Moore was the first of the number to answer the last call.

* * *

Sales of futures are permitted on the grain exchanges for a period beyond 60 days, according to a ruling recently obtained from the law department of the Food administration, by Charles F. Macdonald, secretary of the Duluth Board of Trade. It was pointed out in the reply received that sales on the exchanges come under the exemptions made in the President's proclamation.

* * *

The probability now is that all the retiring officers and elective boards of the Board of Trade, will be re-elected without opposition at the annual meeting to be held on Jan. 15. At the recent annual caucus all the old officers, directors and members of committees were re-nominated as follows: M. L. Jenks, president; B. Stockman, vice-president; Directors, J. H. Barnes, H. A. Starkey, J. F. McCarthy, D. T. Helm, C. F. Haley, J. A. Todd, J. H. Ball, H. S. Newell, and H. F. Salyards; Board of Arbitration, G. G. Barnum, Watson S. Moore, and William Grettum; Board of Appeals, Thomas Gibson, F. E. Lindahl and H. J. La Bree; Committee of Inspection, J. F. McCarthy, H. A. Starkey, A. M. Prime, C. F. Haley, and M. M. McCabe.

* * *

Grain men at Duluth have inaugurated a campaign for promoting of the sowing of as large an acreage as possible in wheat over the Northwest next spring. It is thought that Congressional action will be necessary in the way of guaranteeing farmers the cost involved in sowing and raising wheat, on account of the disastrous results experienced by them during the 1916 and 1917 seasons, when growers in many sections of Minnesota, North and South Dakota and Montana did not harvest sufficient of that grain to cover their actual costs owing to drought and rust damages. On that account it is thought the tendency among farmers will be to go

in for the more rapidly growing oats and barley crops next spring at the expense of wheat acreage unless they are offered some special guarantee. The necessity of action by Congress in that direction has been suggested to Food Administrator by the Duluth Board of Trade.

* * *

Application has been made for the transfer of the Duluth Board of Trade membership of W. A. Dinham, formerly representative here of Stair, Christensen & Timmerman, to O. E. Harris, who is now acting for that house on this market. Mr. Dinham resigned some time ago to join this country's forces for Europe and he is now in training at a Southern camp.

* * *

Directors of the Duluth Board of Trade Clearing House Association have been re-elected for the ensuing year as follows: G. G. Barnum, J. F. McCarthy, G. H. Spencer, H. S. Newell, Thomas Gibson, W. J. McCabe and S. H. Jones. Officers of the association have been reappointed as follows: Franklin Paine, manager, and Walter Johnson, secretary.

* * *

Inquiry for barley has been a feature in trading here during the past month. Millers have been steadily in the market for it for flour mixing purposes, and with light receipts, difficulty has been experienced in obtaining sufficient stocks to cover consumptive needs, in the best grade grain. Its quotation has advanced 25@27 cents, making its range now stand at from \$1.27 to \$1.59.

* * *

"We have been busy for some time in the feed business, and that has gone to make up for any falling off in the general grain merchandising lines for Eastern shipment," said R. M. White of the White Grain Company. He asserted that his firm's hay trade had reached large proportions during December, and that at the present the demand is sufficient to take care of the unusually liberal receipts for the season.

LOUISVILLE A. W. WILLIAMS - CORRESPONDENT

ELEVATOR and mill operators of several points in the state have increased their watchmen or guards, while the leading local concerns have asked for military protection, recently holding a conference with officers from Camp Taylor on this subject. Fire losses in mills and elevators during the past year have run so high, and incendiarism has been suspected in so many cases that local operators want day and night protection from both fire and injury to machinery, and it looks as though the request will be granted, as some of the mills have Government orders.

* * *

That Kentucky's days as a manufacturer of beverage whisky are about over for all time, and that the rye, malt and corn dealers will lose some profitable business, is hardly to be doubted following developments of the past month. Everything points to Kentucky being the first state to ratify the constitutional amendment, as the Legislature has just gone into session, and state wide prohibition is bound to carry, the Legislature being a dry organization this term. During the past few days the big plant of the Frankfort Distillery, of Frankfort, Ky., was sold at public auction for a very small percentage of its value as a going concern, and it has been announced that it will be dismantled for the copper and machinery. A short time ago the same thing occurred to the Old Prentice Distillery, at Lawrenceburg, and during December the plant of the Sunny Brook Distillery of Louisville, one of the largest in the commonwealth, was sold for \$55,000, only a small portion of the value of the property, and it is stated that it will be dismantled. The fact that these big concerns are giving up the

fight would indicate that beverage liquor distilling is about over in Kentucky.

* * *

Weather conditions in Kentucky during the past 6 weeks have been favorable to growing wheat, as every cold spell has been preluded by a good covering of snow. Early in December it was reported that the new wheat crop's condition was 88 per cent, as compared with 85 per cent last season, and 89 per cent for a 10-year average. The wheat acreage is 952,000 acres, as compared with 850,000 acres in 1916-17, and while much of the new wheat was late in getting started due to waiting on corn land to be cleared, it is said that the crop is in better shape than has been the case for several years in January, and the prospects are for a fine big crop, if Hessian fly is kept out, while on the other hand this pest was hardly experienced last year, and prospects are that it will not be bad this season.

* * *

A recent report of State Fire Marshal Thomas B. Pannell, of Kentucky, showed that fire losses during the first 11 months of 1917, ran far in excess of those of the entire previous year, the number of fires being reduced, but the property loss running much higher. For 11 months the report showed 1,446 fires, costing \$3,271,218, as compared with 2,188 fires, costing \$1,428,523, in 1916. The heaviest loss of the year was experienced in Louisville in the burning last February of the plant of the Kentucky Public Elevator Company, while that of the Waller Elevator, at Henderson also ran into big figures.

* * *

The cold weather of December and January has enabled Kentucky elevator men to handle new corn to advantage, in spite of the fact that the percentage of moisture is running from 24 to 29 per cent. The cold weather is keeping this moist corn from heating, enabling the elevator men to transport it, and store it without fear of heating, although milling grades have to be run through the dry kilns. Very little corn of better than No. 3 grade is on the market at this time. A few weeks ago yellow corn was very scarce and high, selling at a premium of 20 cents a bushel over white. However, plenty of yellow corn has been found, and the price has dropped a cent under white, which has been quoted at \$1.85, with mixed at \$1.83. Yellow corn is now fairly plentiful, and high yellow mixed is also plentiful. The big demand for yellow corn was principally due to the fact that yellow matured earlier than white or mixed, and was in better shape to handle early in the season than the other grades.

* * *

Traffic conditions have shown some improvement in the Louisville district as a result of Government control of railroads, which has resulted in the shippers being enabled to load any car to any point, and utilize all cars unloaded on their own sidings, something that was not permitted by some of the carriers heretofore. Embargoes against shipments into the North and East are holding back business somewhat, but the car supply for handling shipments to the South is better than it has been for several months, and during January and February conditions are expected to become nearer to normal.

* * *

The Gold Proof Milling Company, of Louisville, recently incorporated with a capital of \$50,000, has been issued a building permit for the erection of an elevator and mill building at Fourteenth and Magnolia Streets, this building to cost \$30,000, exclusive of machinery and equipment.

* * *

William P. Hayes, son of F. E. Hayes, treasurer of the Ballard & Ballard Company, of Louisville, and a brother of Joe Leonard Hayes, army aviator recently killed at Fort Sill, Okla., has been promoted to the rank and grade of Lieutenant in the fleet reserve of the United States Navy.

* * *

News was recently received from Glasgow, Ky., of the dynamiting of a new concrete mill dam at

the plant of the Beaver Creek Milling Company, at Beaver Creek, three miles from Glasgow. The entire center of the water power dam was blown out, and can not be repaired until spring. No arrests have been made so far, as no evidence has been obtained against anyone.

CINCINNATI K. C. GRAIN - CORRESPONDENT

THE grain trade of Cincinnati came handsomely to the front, in the great Christmas drive for Red Cross members. In the week's campaign, a great general committee, with a member from every line of business, organized the whole city, and E. A. Fitzgerald, as president of the Grain and Hay Exchange, did his full share as the grain representative. Upon his appointment he organized the trade still further by appointing 10 team captains to secure memberships from the various grain and hay houses in the city. Those appointed included A. Bender, A. Braun, H. M. Brouse, J. E. Collins, Jr., J. E. Hener, Charles Hill, Earl F. Kramer, G. E. Linder and Frank R. Maguire. They went vigorously to work, and the net result was that the trade was enrolled in the great relief organization, almost to a man. The city as a whole yielded more than three times the memberships asked for, running over 100,000 members, where only 30,000 were assigned as Cincinnati's quota for the drive.

* * *

One of the rare cases in which the authority of the Grain and Hay Exchange to punish violations of its rules is exerted occurred recently, a local house being suspended from all privileges of the Exchange for a period of 30 days, and being denied the privileges of the Exchange in handling wheat for its account for six months. The offense charged was representing to a member that a carload of wheat graded No. 2 when as a matter of fact it had previously been inspected and graded as No. 4. Certain exceptions as to the use of the facilities of the Exchange in the case were made in order to permit the concern affected to continue using the inspecting and weighing departments, which are virtually open to the public.

* * *

The Grain and Hay Exchange has been officially recognized as the great local factor in the handling of grain and hay, the Food Administration and the Food Administration Grain Corporation being advised of the appointment of E. A. Fitzgerald, president of the Exchange, as a member of Group No. 2 of a committee of 25 members of the Grain Dealers National Association to work with the food authorities during the war. Five such group committees, representing various sections of the trade, have been appointed for this purpose.

* * *

The operations of the new Cincinnati hay market and of the plugging system of inspection and grading have been conducted during the past month under extreme difficulties, both on account of the traffic tangle, which has hampered the movement of cars, and on account of the unprecedentedly severe weather. Zero weather is not common in these latitudes, but it has been the rule, instead of the exception of late, accompanied by heavy snows. The market has been kept going, because the hay has to move, and activity has accordingly been considerable, in spite of the weather; but members of the trade have not been comfortable.

* * *

The annual report of D. R. Van Atta, county agricultural agent in Cincinnati, filed recently with the Chamber of Commerce, shows that the farmers of Hamilton County are waking up to the practical value of scientific agricultural instruction, and are attending meetings more generally than ever before. One result of the steady educational work

which has been done may be seen in the fact that in the Chamber of Commerce five-acre corn-growing contest four farmers had a yield of 100 bushels to the acre or over, the highest yield being reported by Mrs. Abbey Guard, 116.67 bushels an acre. The 25 high yields averaged 81.04 bushels to the acre, while the similar average in 1916 was 56.59 bushels, a very handsome increase thus being shown.

* * *

John T. Woesten, a veteran of the grain and provision trade in Cincinnati, died on December 18, at the age of 69 years, after an illness of four months. Mr. Woesten had been engaged in business in Cincinnati for 40 years, and was well known to the trade. He left no family.

* * *

A wreck on the Toledo & Ohio Central Railroad near Bowling Green, Ohio, badly damaged a number of cars loaded with grain, and caused the loss of about 30 tons of wheat, part of which was salvaged for use as chicken feed.

* * *

A fire, which it is suspected was of incendiary origin, on the night of January 1 destroyed the F. D. Brandt grain elevator at Van Wert, Ohio,

were bought for five days' delivery, and seller asked for billing instruction. These instructions were received two days later and the car was billed on the fifth day following. The buyer refused the car on the ground that it was not shipped in contract time.

Under the National Association rules, the buyer must wire shipping instructions for 5-day shipment, and in absence of such wire, shipper has five full days to complete contract.

The counter-claim was disposed of by the Arbitration Committee as follows:

The defendant's counter claim for \$173.40 is based on that part of their printed contract which reads: "Your guaranteed grades and affidavit weights."

It is a question just how far the plaintiff's responsibility should extend on grain diverted under a contract with this clause inserted, but in this particular case the car of oats in question, GTP-303979, arrived in Kansas City and was inspected by the Missouri State Inspector on August 18 and graded No. 3 white oats.

The bill of lading diverting this car to Toronto, Kan., was not issued in Kansas City until August 25, 1917, showing that the defendant allowed the car to remain in the yards at Kansas City, Mo., seven days before diversion orders were issued. This delay would invalidate any counter claim the defendant might have had.

The committee finds that the plaintiff compiled

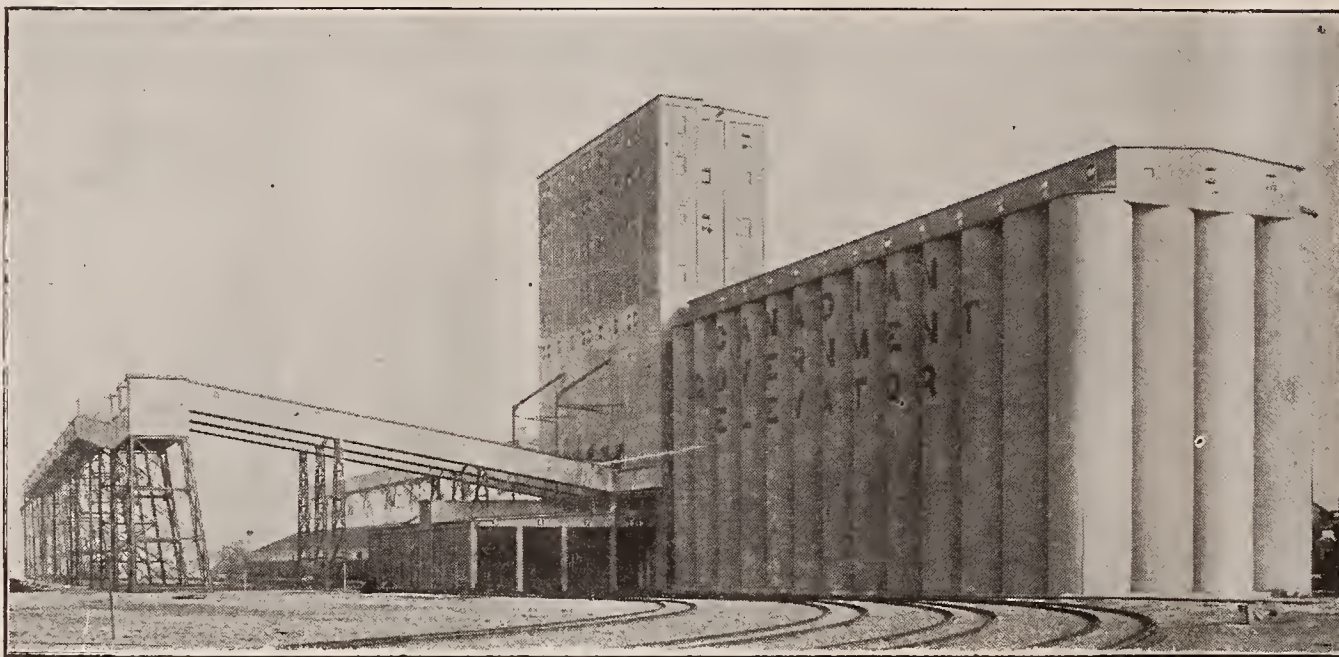
The movement of wheat off Canadian Northern lines in Alberta has been much slower. The northern part of the Province, served by the latter road, is later than the south. So far the Board of Grain Supervisors have not found it necessary to place an embargo on their lines in regard to the wheat for export.

CANADIAN GRAIN STARTS ITS WESTERLY COURSE

The farmers of the Western prairie provinces in Canada have been handicapped because of the long rail and water haul for their grain to seaboard in Ontario or Quebec. Years ago the Government began to aid the grain shippers in the handling of grain at the head of the lakes when they built the big Dominion Elevator at Port Arthur.

Interior points were subsequently aided and mammoth transfer houses were erected by the Government at Moose Jaw, Calgary and Saskatoon, all of which have received due notice in our columns from time to time. The total capacity of the five Government houses is 15,000,000 bushels.

The accompanying illustration, by courtesy of the *Winnipeg Grain Trade News*, is the first view



CANADIAN GOVERNMENT ELEVATOR AT VANCOUVER, B. C.

causing a loss of about \$30,000 in grain, equipment and building. A man was seen running from the vicinity of the building shortly after the fire started, but no one was caught.

* * *

An attempt to fire the elevator of the Washington Milling Company, at Washington C. H., Ohio, with 30,000 bushels of wheat in storage, was defeated by the vigilance of a night watchman, who fired on two men whom he discovered entering the building. The men fled, leaving behind them material evidently intended to be used in starting a fire. The occurrence, as well as several recent elevator fires, gave considerable point to the warning which has been issued by the Ohio Fire Marshal regarding protection for grain elevators against such attempts by alien enemies.

ARBITRATION DECISIONS

Arbitration Committee No. 1 of the Grain Dealers National Association, made up of C. E. Niswonger, George P. Bissell and J. R. Murrel, Jr., recently awarded to the Summit Grain & Coal Company of Denver a judgment of \$87.17 from the Flanley Grain Company of Sioux City because the latter, on a contract calling for three 80-capacity cars of oats, used one 70-capacity car holding 54,000 pounds instead of the minimum of 72,000 pounds. The award represents the difference in weights at the market difference in price, 15 cents per bushel.

Harry Miller of Olin, Iowa, brought a claim against the Parker Corn Company of Kansas City for \$239.43 and the latter presented a counter-claim for \$173.40, the case resting on the point as to whether or not a car of oats purchased by defendant was shipped within contract time. The oats

fully with the terms of his contract, and orders the defendant to pay to the plaintiff the sum of \$239.45, and pay the cost of this arbitration.

ALL ALBERTA'S WHEAT WILL MOVE TO MILLS

At the request of the Board of Grain Supervisors of Canada the Canadian Pacific Railway placed an embargo on the movement of wheat to Fort William over their lines in Alberta. All movement of wheat on their lines now on in the Province of Alberta will be to mills only.

The territory covered by this embargo feeds mills at Medicine Hat, Maple Creek, Lethbridge, Macleod, Calgary and vicinity, as well as smaller mills at more interior points.

Practically all of these mills have contracts for Britain and the Allies. For some time the Board of Grain Supervisors have been making very careful investigation as to the amount of wheat still in the country, and have concluded that if contracts are to be met and domestic requirements supplied no more wheat must go off the Canadian Pacific lines in Alberta. The Canadian Pacific in accordance with the urgent demand of the Wheat Export Company, had been making every effort to move an exceptional amount before navigation closed. In this effort they succeeded possibly almost too well, as supplies seem to be very thoroughly cleaned up at some points.

The conflict of interests which has occasionally been apparent in the East between the requirements of the Wheat Export Company for wheat and the buyers of flour for Britain and the Allies has now been eliminated by the appointment of a buyer who will work from the office of the Wheat Export Company.

we have shown of the new 1,250,000 export elevator at Vancouver which was completed last year, and recently began operations when an 8,800-ton vessel was loaded with 100,000 bushels of wheat for England by way of the Panama Canal.

This elevator also is owned and operated by the Canadian Government and will undoubtedly be an important factor in the development of the Western harvest fields. The rail route to Vancouver from Western Saskatchewan, Alberta and British Columbia is shorter than to the head of the lakes, and shorter from all the western provinces than to the Eastern Seaboard, so that, based on Liverpool prices, the Western farmers will get considerably more for their grain than they have in the past.

The new Vancouver Elevator has every facility for the efficient handling of all grain that comes to the Western coast. The structure is fireproof and the illustration indicates the general character of the house. As a matter of policy Canadian elevators are very reticent when it comes to giving out any information as to machinery equipment. So that on this point we will defer description to a later issue.

THE Food Administration has effected the raising of railroad embargoes against shipment of corn and oats into and through the Middle West. The embargo was imposed on December 1 to relieve congestion on Eastern lines and to permit return West of box cars used in transporting grain.

ACCORDING to the information sent out by R. E. Vaughn, plant disease specialist of the Wisconsin Experiment Station, the spread of bean rust or anthracnose can be prevented to a great extent if the vines are never disturbed when wet with rain or dew.



THE DAKOTAS

A grain elevator has been built by P. Q. Tulp on his farm near Chaseley, N. D.

The Equity Elevator at Tappen, N. D., has been purchased by the Farmers Union of that place.

The Farmers Elevator Company of Mohall, N. D., has been reorganized and will operate on a co-operative basis.

The Spearfish, S. D., elevator of J. A. Corbin has been sold to the Farmers' Co-operative Company. J. L. Arney is manager.

A grain elevator is to be built at Lemmon, S. D., for the Lemmon Equity Union. The cost of the plant will amount to \$10,000.

The plant of the Farmers Equity Elevator Company at Makoti, N. D., has been purchased by the Makoti Co-operative Elevator Company.

A new office 16x22 feet has been erected at Regent, N. D., for the Regent Co-operative Equity Exchange. D. C. Harrington is manager of the Exchange.

The Hoes & Lueth Elevator at Salem, S. D., has been purchased by the Farmers Co-operative & Educational Union. Possession was given on January 1.

The stockholders of the Brandt Farmers Elevator Company, Brandt, S. D., are considering plans for the erection of a grain elevator and potato warehouse there.

The elevator formerly owned by the Farmers' Mill & Grain Company at Gwinner, N. D., has been purchased by the Gwinner Grain Company recently organized there.

Farmers in the vicinity of Fairdale, N. D., have formed a co-operative elevator company. The concern, when its organization has been completed, will either buy or build a plant in time to handle the 1918 crop.

EASTERN

Frank Bearl, *et al.*, will build a grain elevator at New Britain, Conn.

Capitalized at \$75,000, the Brown Grain Company has been incorporated at Concord, Mass.

The Walton Bros. have purchased the grain and feed business of S. D. Hunsberger & Co. Estate at Philadelphia, Pa.

The capital stock of the Brooklyn Elevator & Milling Company at Albany, N. Y., has been increased from \$275,000 to \$350,000.

The elevator and mill of the LeRoy Flour Mill at LeRoy, N. Y., has been closed down. The plant has been in continuous operation since 1822.

A Delaware charter has been granted the Iowa Grain, Cattle & Land Development Company. H. B. Reese of Turin, Ia., is interested. Capital \$350,000.

Edward A. MacMaster has filed incorporation papers for the Buzzards Bay Grain Company of Buzzards Bay, Mass. Capital stock amounts to \$40,000.

A. C. Davis, Inc., has been organized at Buffalo, N. Y., to deal in grain, corn and cereals. Albert C. Davis, A. A. Congdon and Clifford Nichols are interested. The company is capitalized at \$25,000.

Incorporation papers have been filed for Pratz, Kime & Pratz of Waterloo, N. Y., capitalized at \$100,000. Wm. M. Pratz, W. O. Kime and C. H. Pratz are interested. The concern will deal in grain, hay and coal.

Craig & Howe Company has been incorporated at Ashland, Mass., to deal in grain, feed, hay, etc., capitalized at \$10,000. P. E. Craig, N. C. Howe and Wm. L. Waldron are interested.

A three-story frame elevator is to be built at Woonsocket, R. I., by the A. Mowry Company. The Sprout-Waldron Company has furnished the plans but probably the plant will not be built until in the spring.

F. B. Matthews, D. N. Matthews and J. S. Dumond have filed incorporation papers for the Kingston Grain Company, Inc., of Kingston, N. Y., to deal in grain, feed and cereal products. The company is capitalized at \$25,000.

The new steel and concrete elevator of the Pennsylvania Railroad at Erie, Pa., has been completed. The new plant replaces the old wooden structure which burned down. The elevator consists of 30 reinforced concrete tanks, 18 interstice tanks and 22 side and pocket bins with total capacity of 1,156,

400 bushels. The plant will be operated by electricity.

For the purpose of dealing in grain, feed, coal and lumber, J. B. Wailes & Sons Company was incorporated at Arlington, Md., capitalized with stock amounting to \$100,000. John B. Wailes, John Shipley, Theodore C., and Edwin E. Wailes are interested.

Incorporation papers have been filed for the Flerming, Lufkin Company, Inc., of Berwick, York County, Maine, capitalized with stock of \$30,000. The company will conduct a grain, flour, feed, beef packing, etc., business. H. A. Flerming, A. R. Lufkin and E. F. Gowell are interested.

MINNESOTA AND WISCONSIN

P. N. LaBlanc has started in the grain business at Osseo, Wis.

J. C. Folger has disposed of his grain elevator located at Taopi, Minn.

The State Elevator at Madison, Minn., has been closed down for an indefinite period.

The plant of the Oostburg Lumber & Grain Company, Oostburg, Wis., has been equipped with electricity.

The Farmers' Elevator Company has equipped its plant at Magnolia, Minn., with a Hess Moisture Tester.

The elevator and mill of the Claro Milling Company at Lakeville, Minn., is being remodeled and enlarged.

The capital stock of the Pfeiffer Grain & Seed Company at Durand, Wis., has been increased from \$25,000 to \$50,000.

The Farmers' Elevator Company of Monterey, Minn., of which G. C. Satter is manager, will equip its plant with a moisture tester.

The elevator, grain, feed and flour business of W. J. Durham Lumber Company has been purchased by Dahlke & Giese of Neshkoro, Wis.

The Lincoln Grain Company of which J. O. Logan is manager, of Tyler, Minn., has reopened its elevator there and is in the market to receive all kinds of grain.

Thomas S. Ervin, Thomas Hughes, H. C. Ervin, Jr., and Geo. Reis have incorporated as the Beltrami Elevator & Milling Company of Bemidji, Minn. The company is capitalized with stock of \$100,000.

H. O., Clare J. and Florence S. Nash have incorporated the Ripon Mills Company of Ripon, Wis., to take over the grain and flour milling business of the Ripon Roller Mills. The company's capital stock is \$30,000.

The Farmers' Equity Elevator Company of Ottertail, Minn., has built a 50x32 foot machine shed and installed a full line of machinery. A new automatic scale has also been installed in the company's grain elevator.

IOWA

A new elevator has been built at Lorah, Iowa, by Campbell & Sons.

The Quaker Oats Company has completed its new elevator at Emmetsburg, Iowa.

The elevator at Thayer, Iowa, has been purchased from Taylor & Co. by Leroy Shields and Ed. Flohra.

Tom Ferris has purchased the elevator at Rutland, Iowa, which he sold to E. H. Burt last summer.

The grain business of Jas. Dugan at Vail, Iowa, has been sold to the North Bros. who will erect an elevator there.

A grain testing machine has been installed in the plant of the Farmers' Co-operative Exchange at Essex, Iowa.

A new drier of 5,000 bushels' capacity per day is being installed by E. W. Cook of Hobart (r. f. d. Algona), Iowa.

The elevator of the farmers' company at Iowa Falls, Iowa, is being overhauled and equipped with new machinery.

Extensive improvements are being made on the plant of the Farmers' Co-operative Elevator Company of Dumont, Iowa.

The Bowles-Billings-Kessler Grain Company of Algona, Marshalltown and other Iowa towns is remodeling a building at Algona, Iowa, at a cost of

\$7,500. The company has headquarters in the latter town, and the building will be partly used for its offices.

The Farmers' Elevator Company of Somers, Iowa, has built a new office and engine house and is making repairs on its elevator.

The J. & R. Grain Company has sold its elevator to the Quaker Oats Company at Latimer, Iowa. The latter concern is remodeling the plant.

Pringle & Houser's elevator located at Bussey, Iowa, has been taken over by Mr. Wilkins, who operates as the Wilkins Grain Company.

The Wapello Produce Company of Wapello, Iowa, has sold its business and stock to the Farmers Elevator Company. Ora Vaught was former owner.

The holdings of the Pocahontas Elevator Company at Pocahontas, Iowa, have been disposed of to J. H. Allen who will incorporate as a stock company.

New Morris Grain Driers are to be installed in the plant of the Droge Elevator Company at Council Bluffs, Iowa. The Strong-Scott Manufacturing Company has the contract.

The M. King Grain Company is erecting a terminal grain elevator at Sioux City, Iowa, with initial capacity of 25,000 bushels. Later on the capacity will be enlarged to 150,000 bushels.

Notice has been given by the Farmers Elevator Company of Dysart, Iowa, to the effect that that company ceased to exist as a corporation on December 29. O. J. Hayward was formerly president; R. H. Daley, secretary.

OHIO AND MICHIGAN

Two large dry kilns have been erected to the elevator of Crane & Crane at Eaton Rapids, Mich.

The elevator of the Xenia Grain Company at Bowersville, Ohio, has been leased by D. L. Early.

The Pierce Grain & Hay Company's elevator at Van Wert, Ohio, has been purchased by F. D. Brandt.

The capital stock of the Metamora Elevator Company of Metamora, Ohio, has been increased from \$10,000 to \$20,000.

Work has been completed on the new grain elevator at Five Points (r. f. d. Mt. Sterling), Ohio, owned by the Dyke Equity Exchange Company.

Farmers in Washington Township, Van Wert County, Ohio, have organized as the Farmers' Equity Exchange and will build a new elevator at Delphos, Ohio.

H. E. Chatterton, Sam Harris and T. J. Hubbard have organized the Charlevoix Elevator Company of Charlevoix, Mich. The capital stock of the company is \$10,000.

Incorporation papers have been filed for the Carland Farmers Co-operative Elevator Association of Carland, Mich. The company is capitalized with stock amounting to \$20,000.

The firm Randolph, Hall & Young of Owosso, Mich., is building a new reinforced concrete elevator and warehouse. The Burrell Engineering & Construction Company has the contract for same.

Incorporation papers have been filed for the Arcadia Elevator Company of Arcadia, Ohio, capitalized at \$25,000. J. W. Graham, J. D. Overmyer, G. W. Dick, Alvin P. Anderson and R. Taylor are interested.

Reuben Wiedman, Otis S. Mead and Samuel D. Morris have filed incorporation papers for the Henderson Co-operative Elevator Company to operate at Henderson, Mich. The capital stock of the company is \$20,000.

S. B. Neely's interest in the Flynn & Neely Elevator at Gladwin, Mich., has been purchased by F. J. Flynn and a third interest in same company has been sold to Chas. Wolohan. The business will now be conducted as Flynn & Wolohan.

Mary McDonald has purchased the Glendon & Selden Elevators west of Washington C. H., Ohio, from Rapp & Son of Sabina. The new owner, who is one of the incorporators of McDonald Company, capitalized at \$10,000, will remodel the plant. Associated

D. Updike & Son have bought the grain, hardware, etc., business of E. L. Bale at Condit, Ohio. They will remodel the elevator and equip it with a cleaner, engine, new belting, shaft pulleys, elevator boots and heads, manlift, wagon scales and loading equipment.

THE AMERICAN ELEVATOR AND GRAIN TRADE

January 15, 1918

with her will be John McDonald, James W. McDonald, Regine Focke and Margaret McDonald.

The Caughey-Jossman Company now occupies offices in the plant formerly held by the American Matting Company at Detroit, Mich. The former company purchased the elevator, which has a capacity of 250,000 bushels, recently. There is also storage room provided for 50,000 bags of seed and a Hess Drier of 10,000 bushels daily capacity.

INDIANA

W. G. Sweitzer & Co. succeed Sweitzer & Wolf in the grain business at Howe, Ind.

The F. C. Brown Grain & Hay Company of Lowell, Ind., has filed a preliminary certificate of dissolution.

L. Brooks & Son have purchased the elevator located at New Lebanon, Ind., formerly owned by J. P. Allen.

Park Simison has taken Claude Hedworth into partnership with him in the operation of a grain elevator at Romney, Ind.

The capital stock of the Reagan Grain Company, located at Reagan (p. o. Frankfort), Ind., has been increased from \$15,000 to \$20,000.

P. E. Goodrich, G. B. McBane and Baxter McBane organized at McCordsville, Ind., as the McCordsville Grain Company, capitalized with stock of \$15,000.

Frank Morgan has disposed of his elevator at Iline Station (Elnora p. o.), Ind., to his brother, George, who will, together with F. W. Blackwood, operate same.

Geo. M. Alexander is president; A. D. Sands, vice-president, Jos. Foreman, secretary-treasurer of the new grain company which will act as a branch at Warsaw, Ind., of the Farmers' Equity Union. The company is capitalized at \$20,000.

WESTERN

A new elevator is to be erected at Ogden, Utah, for the Globe Milling Company.

An elevator is to be built at Gove Station (Denver p. o.), Colo., by the Colorado Milling & Elevator Company.

The Chas. H. Lilly Company of Seattle, Wash., has increased the storage capacity of its plant by 120,000 bushels.

A cleaner and grinder has been installed in the elevator of the Equity Co-operative Association at Forestgrove, Mont.

The Farmers Equity Company has been organized at Savoy, Mont., to build an elevator. The capital stock of the company is \$50,000.

The Harris Bros. Company of Salt Lake City, Utah, expect to build a grain warehouse next spring on a lot purchased recently by it.

Plans are under consideration by the wheat growers around Milton, Ore., for the construction of an elevator and grain mill for bulk grain.

The Denver Elevator Company, Denver, Colo., has completed an elevator of 25,000 bushels' capacity at Wiggins, Colo. The plant is equipped for bean cleaning also.

A grain elevator will be constructed at Camp Lewis, Tacoma, Wash., for the section of the army located there. The elevator will be used for storing oats for 8,000 animals.

The Glendive Milling Company's new elevator and mill situated at Glendive, Mont., has been practically completed. The plant is of concrete and steel construction and cost \$60,000.

The Globe Grain & Milling Company expects to occupy its new Los Angeles, Cal., office building about January 15. The plant is of solid concrete construction and cost \$75,000.

The Phoenix Flouring Mills, Phoenix, Ariz., is building a reinforced concrete elevator of 100,000 bushels' capacity, costing \$31,000. The plant will handle 1,250 bushels grain per hour.

The interest of the Vancouver Flour Mills, Vancouver, Wash., including the grain and flour mill business, has been purchased by the Northern Grain & Warehouse Company at Portland, Ore.

A reinforced concrete elevator is to be built at Tacoma, Wash., for the Sperry Flour Company at a cost of \$175,000. The capacity of the plant will be 500,000 bushels. The elevator will cover ground space 80x120 feet.

The Sperry Flour Company of Stockton, Cal., will erect new buildings costing \$300,000. The additions will include a cereal mill, storage and packing building, 48 bins of 8,500 tons capacity and elevator, and probably a bag factory.

Capitalized at \$1,000, the Ogden Bonded Elevator Company of Ogden, Utah, has been incorporated to deal in grain and conduct a general grain business. M. S. Browning is president; A. T. Wright, vice-president; Marrinus Browning, secretary and treasurer.

Plans are under consideration by farmers around Pendleton, Ore., for the erection of six more big

concrete grain elevators this season. Farmers there believe grain elevators should be located along the branch line of the Northern Pacific and the O. W. R. & N.

CANADA

The Caron Farmers' Elevator & Trading Company, Ltd., of Regina, Sask., will be dissolved.

The Alberta Pacific Grain Company has subscribed \$210,000 to the last Canadian War Loan.

The Lumsden Elevator Company, Ltd., of Regina, Sask., has made arrangements to dissolve as a company.

The Saskatchewan Co-operative Elevator Company has practically completed its new elevator at Cadillac, Sask.

The Goose Lake Grain & Lumber Company, Ltd., of Regina, Sask., has changed its name to that of Goose Lake Grain Company, Ltd.

The Anchor Elevator Company of 348 Main Exchange Building, Winnipeg, has let the contract for the plumbing in its new grain drying plant.

Work has been started on the elevator of the United Farmers' Association at Jarrow, Alta. The capacity of the plant will be 35,000 bushels.

The Saskatchewan Co-operative Elevator Company, Ltd., have been licensed to operate in the province of Ontario to the capital of \$1,500,000.

The Echo Flour Mills Company, Ltd., of Gladstone, Man., is constructing an elevator of 85,000 bushels' capacity; concrete and brick construction.

The Pike Grain Company, 134 Ninth Ave., Calgary, Alta., of which R. A. Pike is manager, contemplates the erection of a grain elevator in the near future.

The Marquette District Grain Grower's annual convention was held at Minnedosa, Man., on Thursday, December 6. The following officers were elected for 1918: President, R. Dalgarno, Newdale; vice-president, B. Griffiths, Binscarth; secretary, Fred Williamson, Strathclair; district director, T. D. Taylor, Minnedosa.

ILLINOIS

E. J. Porterfield & Son have purchased the elevator of Munson & Ross at Hindsboro, Ill.

G. A. Olbert and Wm. Mantz have purchased the elevator of H. I. Masters & Co., at Fayette, Ill.

A new grain drying apparatus has been installed in the elevator of Geo. Walker & Co. at Colfax, Ill.

The Coon Bros. Elevator at Reilly Station (Rankin p. o.), Ill., has been purchased by Fred C. Leach.

The elevator of Oliver & Liggett at Camp Point, Ill., is to be equipped with a 15-horsepower motor.

The Berry & Breckenridge Farmers' Grain Company will build a grain elevator at Rochester, Ill., this spring.

The Turnbull Elevator at Waverly, Ill., will be rebuilt. The plant will be of steel and fireproof construction.

A farmers' co-operative company is to be organized at Elwin, Ill., where it will operate an elevator and grain business.

The capital stock of the Mathis Bros. & Co., lumber and grain dealers at Prophetstown, Ill., has been increased from \$50,000 to \$100,000.

The charter of the Farmers Grain Company of Assumption, Ill., has been amended increasing the number of directors of the company.

The Horner Gyles Elevator at Bloomington, Ill., has had its cupola raised 12 feet to allow fall for grain into the new drier being installed.

The charter of the McDowell Farmers Elevator Company, McDowell, Ill., has been amended, changing the capital stock from \$2,500 to \$10,000.

Farmers around Ottawa, Ill., are organizing the Farmers Co-operative Association and will establish plants at Ottawa, Grand Ridge and Marseilles.

Electric power, furnished by a 200-horsepower motor, will be used to operate the elevator and mill of the Blake Milling Company, Edwardsville, Ill.

The elevator of the McKenzie Company at Taylorville, Ill., has been purchased by the Farmers Grain & Produce Company. The consideration was \$11,000.

Buckley & Co., of Peoria, Ill., are building a new farmers elevator at Fiatt, Ill., with a capacity of 25,000 bushels. The plant will be built of concrete.

The interest of Oliver Miller in the Coatsburg Grain & Live Stock Company at Coatsburg, Ill., has been purchased by William McNeill of Columbus.

Samuel T. Sparks, C. Wasson, Peter Sandel have incorporated the Chestervale Farmers Grain Company of Chestervale (r.f.d. Lincoln), Ill. Capital stock is \$15,000.

Farmers around Foosland, Ill., have organized a company which will conduct a grain business and which has purchased the elevator of Wm. Noble at Gibson City.

The Farmers' Elevator Company of Norris, Ill., will erect a new grain elevator this spring. The capacity of the plant will be 25,000 bushels. A

warehouse to be used in handling seed is also to be constructed.

The Farmers' Elevator Company organized recently at Woodson, Ill., contemplates the erection of a grain elevator. The company has a capital stock amounting to \$12,000.

The old Ervin Elevator in Tuscola, Ill., which has stood since 1858, has been torn down. The beams and timbers in the plant were found to be almost as sound as when the plant was built.

C. E. Miller has disposed of his interest in the Cairo Elevator & Mill Company, Cairo, Ill., to E. R. Taylor of Birmingham, Ala., who will act as secretary and treasurer of the company.

Stockholders in the Farmers Elevator at Ladd, Ill., face either an assessment to pay off creditors or bankruptcy. The manager of the company speculated and lost practically \$12,000 of the company's funds.

SOUTHERN AND SOUTHWESTERN

The new grain store of Bon Whatley & Co., located at Bardwell, Texas, has been opened.

The Knox County Elevator Company of Munday, Texas, has filed a certificate of dissolution.

The Drennan Grain Company has equipped its plant at Walter, Okla., with new machinery.

The mill and elevator at Checotah, Okla., has been purchased by Robt. Russell and J. H. Young.

The plant of the McInnis Grain & Elevator Company at Okolona, Miss., which burned not long ago is to be rebuilt.

The Gold Proof Milling Company of Louisville, Ky., will erect a wooden and steel elevator and mill at a cost of \$30,000.

The Hawkins Bros. grain store at Mulberry, Ark., has been closed down since all its owners have joined the U. S. army.

A \$5,000 frame addition is to be built to the grain elevator of the Hobbie Grain & Elevator Company at Montgomery, Ala.

The Kyle Grain Company has started business operations in Arlington, Texas. It will deal in grain, feedstuffs and flour.

The Blackwell Mill & Elevator Company of Blackwell, Okla., will rebuild its grain elevator reported to be burned with \$10,000 losses.

C. M. Light Grain Company has made improvements on its elevator at Beaver, Okla. A warehouse of 16-cars capacity has been built.

The Durant Grain & Elevator Company of Durant, Okla., has purchased a site of ground upon which it will build a 150,000-bushel elevator.

Thomas H. Warren, J. L. Haston and others have incorporated the Golden Grain Operating Company of Nashville, Tenn., capitalized at \$5,000.

W. R. Foster's grain, coal and wagon yard business located at Tulia, Texas, has been purchased by T. F. Burks. Possession has been given.

Capitalized at \$100,000, J. D. Green and M. H. Decker and O. F. Sheppard have incorporated the Oklahoma Grain Company of Chelsea, Okla.

Josey Miller Company, S. A. Spencer, Capt. W. C. Tyrell have made plans for the erection of a grain warehouse 150x200 feet at Houston, Texas.

The Burrell Engineering & Construction Company has completed a new 100,000-bushel elevator at Abilene, Texas, for the Abilene Elevator Company.

A grain elevator is to be built at Camp Gordon, Atlanta, Ga., by the War Department. Major N. Norman Peason is the construction quartermaster there.

A. H. Gibbons, W. M. Hoover and J. D. Durham have incorporated as the J. T. Gibbons Grain Company of Altus, Okla. Capital stock amounts to \$10,000.

P. S. Harris, J. L. Duncan, and W. T. Leahy and others have incorporated the Harris Grain Company of Pawhuska, Okla. The company is capitalized at \$10,000.

A new up-to-date elevator has been completed for the McAlester Grain & Elevator Company, McAlester, Okla. S. T. King is president; C. T. Hardeman, manager.

E. E. Holland, W. T. Hudson and W. H. Bacon have incorporated the Mansfield Mill & Elevator Company of Mansfield, Texas, capitalized with stock of \$15,000.

J. N. Voorhees has sold his elevator at Piper Spur (Fairview p. o.), Okla., which has been operated under lease by the Stevens-Scott Grain Company, to W. B. Johnston of Enid.

The Wichita Mill & Elevator Company of Wichita Falls, Texas, has increased its capital stock from \$300,000 to \$1,200,000. It will make improvements on its elevator and flour mill there.

The storage capacity of the Farmers Co-operative Association of Alva, Okla., has been doubled. The association succeeds the Woods County Grain & Broom Corn Company. S. Shelby is manager.

The Waverly Grain Company of Waverly, Tenn., has completed its corn handling plant. The ele-

vator is modern in every detail and is equipped with a sheller of 1,000 bushels per hour capacity and an automatic scale.

E. A. Burroughs is president; Harry Brillhart, vice-president; A. W. Pine, secretary-treasurer of Burrough & Co. recently organized at Jacksonville, Fla., capitalized at \$10,000. The company will handle grain, mill products, hay, etc.

The Port Wentworth Mill & Elevator Company has been organized at Port Wentworth, Ga., with Fred G. Beckham, president. Plans have been made by Sprout, Waldron & Co., for a new elevator and mill and construction work was started January 1. The elevator is to be equipped with a special bin for destroying weevils.

The elevator of the Mobile & Ohio Railroad in Mobile, Ala., is to be reconstructed at a cost of about \$115,000. The plant has been idle for the past 10 years and has a capacity of 250,000 bushels. Electricity will replace steam power, formerly used. The building is 200 feet from Pier 7; and a 600-foot overhead conveyor is to be built to deliver the grain to ships; grain will be conveyed at the rate of 15,000 bushels per hour on a rubber belt 30 inches wide. A Hess Drier adjoins the main building which is 56 x 106 feet and 131½ feet from datum line to ridge of roof.

MISSOURI, KANSAS AND NEBRASKA

C. C. Conner is remodeling his elevator located at Circleville, Kan.

The Farmers' Elevator Company was recently organized at Lorenzo, Neb.

The Farmers Union has completed its cement elevator at Junction City, Kan.

An electric motor has been installed in the elevator located at Goehner, Neb.

The elevator of E. T. Denton, Denton, Kan., has been equipped with a new sheller.

A wholesale and retail grain store has been opened up at Gas, Kan., by Chas. H. Kidd.

Adams-White Company has purchased the elevator situated at Melia (Gretna p.o.), Neb.

The Adkins Bros. Grain Company will build a grain elevator at Elmo, Mo., this spring.

A moisture tester has been installed by the Overbrook Grain Company of Overbrook, Kan.

The Farmers Grain & Supply Company, located at Burdett, Kan., has repaired its elevator.

The old Rock Warehouse at Butler, Mo., has been purchased by the J. Gerlach Grain Company.

The Farmers Elevator at Muscotah, Kan., has been purchased by Wm. Beven of White Cloud.

A new office building is being erected to the plant of the Derby Grain Company of Powhattan, Kan.

Geo. Graham's elevator and coal business at Richfield, Neb., has been purchased by H. W. Cockerill.

The B. V. Sloan Elevator at Hiawatha, Kan., has been purchased by the Farmers Union of that place.

The elevator of C. F. Frederick & Co., at King City, Mo., has been purchased by Albert Van Meter.

The elevator at Protection, Kan., formerly owned by J. E. Kirk has been purchased by P. A. Johnston.

Interest in the Ashland Elevator Company of Waverly, Neb., has been purchased by Alvin Adams.

J. W. Pinkerton has succeeded the Iams Grain Company in the grain business at Clay Center, Kan.

Capitalized with stock of \$10,000, the Ashland Grain Company has been organized at Ashland, Kan.

The Wiltrout Elevator at Logan, Kan., has been purchased by Otto Alsdorf, who will take charge at once.

The Sells & Rector Elevator at Madrid, Neb., has been sold to the Madrid Farmers' Elevator Company.

The Halstead Milling & Elevator Company of Halstead, Kan., has changed its motive power to electricity.

Jay Hausam of Hutchinson has purchased the 10,000-bushel elevator at Burdick, Kan., from Ben Nelson.

Extensive improvements are being made on the elevator of the Kinnear Grain Company at Powhattan, Kan.

Burke & Harpole's elevator at Bayard, Neb., has been remodeled and will be ready for operation within a short time.

A new concrete grain elevator with capacity for 28,000 bushels has been completed at the South Sioux City, Neb., Stock Yards.

E. C. Rhodes has his new elevator establishment at Shubert, Neb., practically completed. The plant has a capacity of 15,000 bushels.

L. M. Batson has taken over the elevator at Fortescue, Mo. He was formerly manager of the Arkansas Valley Lumber Company.

The Octavia Lumber & Grain Company has purchased the plant of the Arlington Lumber & Grain Company at Arlington, Neb. H. C. Rurup, the lat-

ter company's president, treasurer and manager, has joined the army.

Paul Lotte and others are interested in the new Farmers' Co-operative Association at Ponca, Neb. The company is capitalized at \$60,000.

The Ewart Grain Company of Lincoln, Neb., has placed an order with the Strong-Scott Manufacturing Company for a Morris Grain Drier.

A 125-foot smokestack has been built to the plant of the Slater Mill & Elevator Company at Slater, Mo. The warehouse is being remodeled.

A building has been secured by J. Gerlach Grain Company of Butler, Mo., on the Missouri-Pacific Railway in which it will buy and ship grain.

A new corn sheller and elevator has been started at Rolla, Mo., by the Schuman Bros. The bin capacity has been enlarged to 5,000 bushels.

Capitalized at \$6,000, the Farmers Grain & Feed Company has been organized at Meta, Mo., by John Wankum, Dan Blanton and Henry Loethen.

The Lexington Mill & Elevator Company has been organized at Lexington, Neb., capitalized with stock amounting to \$150,000. A. C. Leflane is interested.

The capital stock of the Corbin Milling & Elevator Company of Corbin, Kan., has been increased from \$5,000 to \$25,000. New machinery is being installed.

The capital stock of the Spaulding Elevator Company of Greeley, Neb., has been increased to \$25,000 and the number of shares to each person limited to 16.

The Callaway Elevator Company has been incorporated at Callaway, Neb., capitalized with stock of \$10,000. The company will handle grain, hay, and mill products.

A cement warehouse is being built by the Farmers Elevator at Platte Center, Neb., between its office and elevator. The new addition will be used as a flour storehouse.

The Farmers Union has started operations in its Minatare, Neb., elevator and installed a moisture tester in it. The plant is also equipped with a complete set of sieves and modern scales.

B. H. Manning has filed incorporation papers for the Farmers Co-operative Grain & Live Stock Com-

pany of Sargent, Neb. The corporation is capitalized with stock of \$10,000.

The plant of the Farmers' Grain & Milling Company at Potter, Neb., has been equipped with a 50-horsepower engine. A dynamo has been installed to furnish light for the plant.

W. S. Gunning, W. G. McDaniels, R. E. Laughlin and others have incorporated as the Green County Grain Company of Springfield, Mo. Capital stock of the company amounts to \$24,000.

Farmers union companies are completing elevators at Mead and Ithaca, Neb. The plant at Mead will have a capacity of 40,000 bushels and will cost \$17,000; that at Ithaca, 20,000 bushels, costing \$8,000.

The new elevator of the Lueck-Johnson Grain Company at Netawaka, Kan., is located on the Missouri-Pacific. The equipment of the plant includes a sheller and cleaner and the power is furnished by an electric motor.

The Dock Street Terminal Realty Company has purchased a site of the old C. F. Liebke Lumber Mill at St. Louis, Mo., and will in the near future let the contracts for a \$3,000,000 warehouse, grain elevator and storage house.

L. K. Schoenleber is president; Wm. Ratzlaff, vice-president; B. F. Parmenter, secretary, and Fred Anderson, treasurer, of the Farmers' Co-operative Grain Company of Walton, Neb. The capital stock of the company is \$15,000.

The Farmers Union Co-operative Association of Rockford, Neb., has been organized, capitalized at \$25,000. The company will either buy or build an elevator and engage in the livestock, grain and coal business. P. R. Frerichs is president.

T. J. Brodnax has purchased the interest of John I. Glover and organized the Frisco Elevators Company which will operate the Frisco and Memphis Elevators in Kansas City, Mo. T. J. Brodnax is president; C. A. Dayton, vice-president; W. O. Brackett, secretary and John I. Glover, treasurer.

The Farmers' Elevator Company contemplates starting operations in its 12,000-bushel elevator at Gypsum, Kan., on January 15. The plant is equipped with a 750-bushel automatic scale and an electric motor. Otto Heshner is president; E. H. Armstrong, secretary, and Lee Morgan, manager.

IN THE COURTS

A verdict for \$1,550 was rendered in favor of the E. B. Conover Grain Company of Peoria, Ill., against the Vandalia Railroad.

The B. M. Huntley Grain Company of Boone, Iowa, has made an assignment for the benefit of its creditors. Liabilities amount to \$40,000; assets, \$10,000.

Upon charges of obtaining money under false pretenses from the Van Dusen Harrington Company of Minneapolis, Henry C. Enger, a grain buyer, was arrested at Webster, S. D.

The Rock Island Railroad Company has been named in suit filed by the Midwest Grain Company of St. Joseph, Mo., to recover \$3,106.40, the value of a car of wheat lost in shipment.

Suit has been filed by the Montana Elevator Company, Lewistown, Mont., against the Milwaukee road to recover \$18,017, amount lost on grain which was lost in shipment between April, 1915, and September, 1917.

G. W. Carter, it is reported, has filed suit against the St. Joseph Grain Exchange claiming that the Exchange maintains an "iron bound monopoly" of the grain business in that city. Damages of \$10,000 are being asked for.

The plea of J. B. Turner of Memphis, Tenn., for an estoppel of disciplinary proceedings by the Chicago Board of Trade was denied by the U. S. Supreme Court on December 17. The case had been in the courts for a year or more.

The Supreme Court of Minnesota decided in the case of the Dodge Elevator Company vs. Hartford Fire Insurance Company that the insurance policy of the elevator company covers grain loaded in cars standing within 100 feet of the plant.

Damages of \$1,503.05 were awarded John Kneisel Elevator Company of Minot, N. D., in its suit against the Great Northern Railroad. The plaintiff brought suit to recover damages for the loss of flax being shipped over the Great Northern lines in cars which were defective.

It has been decided by the Minneapolis Supreme Court that where guaranteed seed fails to germinate at all the purchaser is entitled to damages equal to

amount paid for seed and cost of planting and value of use of land for the cropping season minus value of land for a proper purpose to which it could have been put after failure was ascertained. This was rendered in the case of E. P. Moorhead and others against the Minneapolis Seed Company and reverses the judgment of the trial court.

The Appellate Court of Springfield, Ill., has handed down a decision reaffirming that of the lower court awarding damages to E. B. Conover Grain Company against the Wabash Railway. The loss resulted from deterioration of corn delayed in transit. The damages amounted to \$388.70.

Suit has been brought against the Clover Leaf Railroad by the Kirkpatrick Grain Company, Kirkpatrick, Ind., for damages to elevator by wreck and fire last June. The Grain Dealers' Mutual Fire Insurance Company and the Millers' Mutual Fire Insurance Company are parties in the suit. The damages asked total \$30,800.

The Albert Dickinson Company of Minneapolis, Minn., has been ordered to pay Mary C. Rackman \$6.50 per week for 300 weeks for the death of her husband from injuries received when in the employ of the seed company as sack man. The Minneapolis Supreme Court adjudged this compensation under the Workmen's Compensation Act.

The Hayes Grain & Commission Company of Little Rock, Ark., has filed suit against the Buckeye Cotton Oil Company claiming that it contracted for several hundred tons cottonseed feed and after orders was partially delivered, the defendant cancelled the orders. Meanwhile the price of product had advanced incurring loss of \$3,141.50 for plaintiff.

Action has been taken by holders of unpaid storage receipts from the Hoky Elevators at Des Lacs and Burlington, N. D., to recover the amount of the unpaid-for grain which was removed by the commission houses from the elevators before it became the property of the Hoky Elevators. H. T. Hoky went into bankruptcy some time ago and the farmers are now attempting to recover the amount from the company which went \$10,000 bond for him and the commission company which purchased the Hoky grain.

FIRES—CASUALTIES

Del Rio, Texas.—Fire damaged the grain and feed warehouse of M. Zertucke.

Creston, Iowa.—Bassett & Roberts suffered the loss of their feed business by fire.

Creston, Iowa.—The grain and feed store of Bassett & Roberts burned recently.

Van Wert, Ohio.—Fire destroyed the elevator belonging to F. D. Brandt, with losses of \$30,000.

Watonga, Okla.—The Watonga Grain Company's elevator together with contents burned on December 23.

Kalona, Iowa.—D. Yoder's corn drying plant burned. An overheated furnace was the cause of the fire.

Leal, N. D.—On December 17, the elevator of N. J. Olson & Co., burned. The blaze was discovered in the pit.

Elizabeth City, N. C.—The feed storehouse of C. C. Combes was destroyed by fire during the first part of December.

Munson, Alta.—The plant of the Home Grain Company, Ltd., of Calgary, Alta., was recently destroyed by a windstorm.

Czar, Alta.—The elevator owned by the Grain Growers, Ltd., recently collapsed, probably due to faulty foundation.

Delaware, Okla.—Fire damaged the feed store and warehouse of the Lenap Hay & Grain Company. Loss amounted to \$10,000.

Amarillo, Texas.—A loss of \$10,000 was suffered by the Amarillo Grain & Coal Company, by fire. Insurance amounted to \$4,000.

Oldtown, San Diego, Cal.—The hay and grain barns at the Chas. S. Hardy Stock Yards burned with loss from \$25,000 to \$30,000.

Narragansett Pier, R. I.—Fire damaged the 5,000-bushel elevator of the J. C. Tucker Company with loss on grain amounting to \$3,500.

Keeler, Sask.—The office of the Ogilvie Elevator here was partially destroyed by fire on December 29. Cause of the fire not ascertained.

Lamanda Park, Pasadena, Cal.—The warehouse of J. P. Butler, Jr., which was filled with hay and implements was burned recently; total loss, \$3,500.

Whitehall, Wis.—Nelson & Larson's elevator here was badly damaged by fire. The loss on building was not very large but its contents were destroyed.

Clinton, Ind.—The grain elevator here was destroyed during a fire which also consumed a public garage and 25 automobiles, causing \$100,000 damages.

Bertrand, Mo.—With \$21,000 losses on wheat, corn and hay, the Mercantile Grain Company's warehouse here burned. The loss is partially covered by insurance.

Carlton, Ore.—Johnson Elevator Company's plant located here burned causing loss totaling \$22,000. Loss of \$15,000 on grain. Two explosions were the cause of the fire.

Danube, Minn.—The Farmers' Elevator here was burned on December 30. Loss of \$12,000 sustained on the building was partially covered by insurance. Probably the plant will be rebuilt.

Ellicott City, Md.—On the Van Lear Farm, fire destroyed a large grain barrack which contained 3,000 bushels wheat. The fire was caused by an incendiary. Loss amounted to \$10,000.

Bertrand, Mo.—Two warehouses, containing 12,000 bushels grain, and some machinery, owned by Bertrand Mercantile & Grain Company burned. Loss amounted to \$25,000; insurance, \$12,000.

La Crosse, Wis.—The plant here formerly occupied by the Cargill Elevator Company burned on December 17 with losses of \$4,000. There was no grain in the plant at the time of the fire.

Phoenix, Ariz.—The warehouse and 640 tons baled alfalfa hay on Judge Wells' Ranch near here burned on December 16. The hay had been contracted for by the U. S. Government. Loss amounted to \$20,000.

Garfield (Darlington p. o.), Ind.—The elevator of the Farmers' Grain & Seed Company burned. About 1,000 bushels of oats were destroyed. The fire was caused, it is believed, by a dust explosion.

Decorah, Iowa.—Considerable damage was done to the office building of the Adams Seed Company by fire on December 24. Water and smoke caused considerable damage to corn and seed stock of the company.

St. Boniface, Man.—The Northern Elevator Company's plant here burned on December 22. About 80,000 bushels grain were also consumed. Loss

amounted to \$250,000. The fire originated under the dryer.

Barnes City, Iowa.—The Wymore & Williams Elevator here was damaged by fire.

Rexburg, Idaho.—The elevator of D. M. Shields burned. Loss amounted to \$28,000. The plant was full of wheat when burned. Origin of fire unknown.

Okolona, Miss.—Myer Bros.' elevator, operated by the McInnis Grain & Elevator Company, burned. The fire is believed to have been caused by defective wiring. A large quantity of ear and shelled corn was also destroyed.

McPherson, Kan.—The Hawthorne Elevator was destroyed entirely by fire. The plant contained about 2,000 bushels oats. The loss on plant, which was valued at \$3,500, and that on grain was practically covered by insurance.

Blackwell, Okla.—The Elevator "B" of the Blackwell Milling & Elevator Company was destroyed by fire on December 12. A large supply of wheat and corn was also consumed. Loss, \$100,000; a considerable amount of insurance was carried.

Merrifield, N. Y.—Together with 50,000 bushels wheat and buckwheat, the grain elevator and other buildings of the Scipio Patrons' Supply Company burned on December 31. The fire started from the backfiring of a gasoline engine and caused damages of \$25,000 to the plant.

Detroit, Mich.—The elevator of the Union Depot Elevator Company was slightly damaged by fire. The blaze was checked however before it reached the main grain bins and in so doing 750,000 bushels wheat, corn and oats were saved. The loss amounted to \$25,000. Officials of the company believe the fire to have been of incendiary origin.

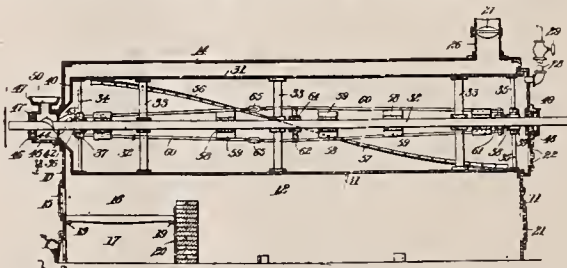
Jacksonville, Ill.—The seed house of the Hall Bros. here was destroyed by fire, together with contents. The building destroyed was valued at \$20,000; a carload of blue grass seed which was stored in the plant, valued at \$8,000, was also burned. The structure was used for seed recleaning and was built 10 years ago. Insurance of \$15,000 was carried on the plant and several thousands on the seed contents.

GRAIN TRADE PATENTS

Bearing Date of December 4, 1917

Grain Drier.—John Fitz, Hanover, Pa. Filed August 30, 1913. No. 1,249,058. See cut.

Claim: In a machine of the character described, the combination of a furnace casing, a shaft journaled therein and extending throughout its length, a cylinder extending the length of the casing, mounted concentrically upon the shaft and supported at several



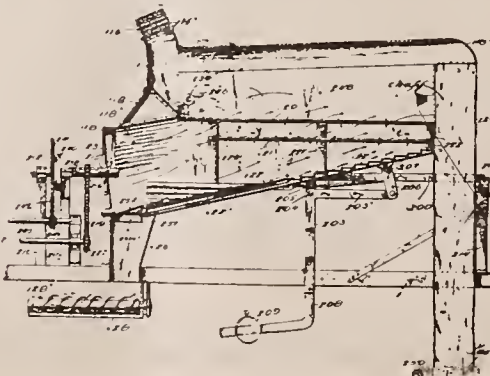
points thereon, a conveyor in the cylinder for progressing the contents entirely through the cylinder in one direction only, and means for delaying the passage of the contents, comprising a series of short spiral blades attached to the shaft and inclined in position to feed the contents of the cylinder backward for a short distance only.

Vibrator for Sieves.—Arthur D. Hughes, Wayland, Mich. Filed September 21, 1917. No. 1,249,094.

Bearing Date of December 11, 1917

Grain Car Door.—Henry W. Willis, Lansford, N. D. Filed March 28, 1914. No. 1,249,703.

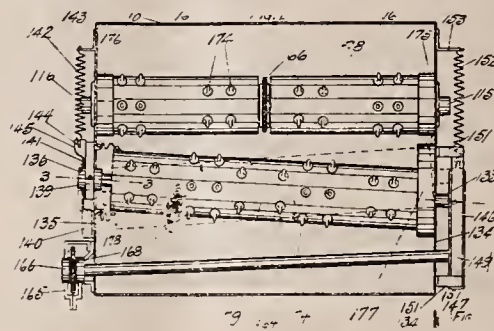
Grain Separator.—John D. Jones, Walla Walla, Wash. Filed January 25, 1915. Renewed March 8, 1917. No. 1,249,966. See cut.



Claim: A grain separator, comprising a supporting frame, a casing laterally pivoted in said frame adjacent one end, a reciprocating screen mounted in said casing, and means for actuating said screen connected to said frame concentric with the casing pivots, whereby the screen may be reciprocated independently of the pivotal movement of the casing.

Feeder for Grain Separators.—Andrew J. Peterson, Isanti, Minn., assignor to Twin City Feeder Manufacturing Company, Minneapolis, Minn., a corporation. Filed June 12, 1914. No. 1,249,663. See cut.

Claim: In combination with a casing, a chain driven feed roller having its shaft journaled in fixed bearings on said casing, a pair of flat parallel guides on each side of the casing, blocks slidable between each pair of guides in a plane containing the axis of said fixed roller in directions transverse or parallel to said axis, a pair of meshing gears in one of said blocks, a second roller having one end of its shaft universally connected to and journaled by one of said gears in said block and the other end universally connected and journaled in the other of said blocks, springs attached

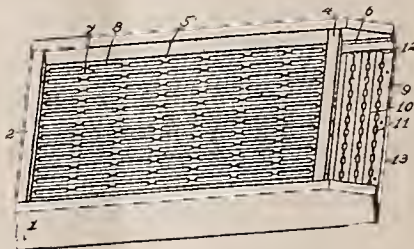


to said blocks for normally holding said second roller in parallel relation to said first roller, a fixed bearing on said casing, a driving gear rotating in said bearing, a shaft universally connected to and journaled by said last-named gear and said second meshing gear of said block and extending obliquely across the casing for independently driving said second roller and permitting parallel or angular movement of said second roller away from said first roller.

Bearing Date of December 18, 1917

Seed Corn Grader.—Charles B. Baumgartner, Manchester, Iowa, assignor to Charles Hunnicutt, Wilmington, Ohio. Filed October 20, 1916. No. 1,250,768. See cut.

Claim: A seed-corn grader, comprising a frame, spaced superposed screens mounted in said frame, the upper screen positioned below the upper edges of the frame to form a receptacle closed all around, the lower screen positioned above the lower edges of the frame, the interspace of the screens open only at one end,

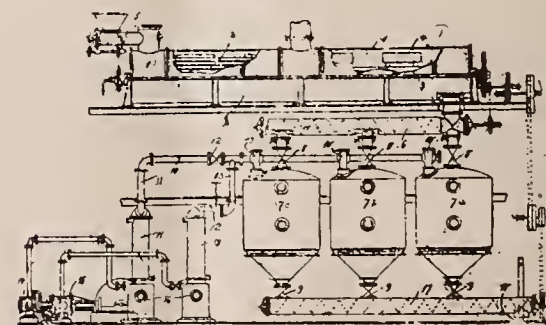


and a bottom plate closing the lower end of the frame below the lower screen spaced from the latter to receive therefrom, the interspace between the bottom plate and said lower screen plate being open only at its end opposite the open end of the interspace of said screens.

Hay Elevator.—David F. Eshleman, Waynesboro, Pa. Filed April 27, 1917. No. 1,250,824.

Process for Drying Grain and Other Coarse Granular Materials.—Emil Passburg, Berlin, Germany. Filed November 9, 1916. No. 1,250,496. See cut.

Claim: The herein described process of drying grain consisting in heating the grain by vapor and during a continual working process to a temperature of from



60° to 70° C., feeding the heated grain to a non-heated vessel, subjecting the grain to a low vacuum pressure for a definite period, and then subjecting the grain to a high vacuum pressure.

Grain Door Seal and Lock.—Richard Webb Burnett, Chicago, Ill. Filed May 22, 1916. No. 1,250,137.

UPON instructions from the general operating committee of Eastern roads, the permits to ship grain for export via the Baltimore & Ohio Railroad were cancelled. The order was effective December 20.

THE embargoes against the shipment of corn and oats into and through the Middle West have been lifted by the Food Administration. The embargoes were put into effect on December 8 to relieve the congestion on Eastern lines.

FIELD SEEDS

The Indiana-Illinois Seed Wheat Company of Indianapolis, Ind., has been dissolved.

Incorporation papers have been filed for the Dern-Lanca Seed Farms Company of Colorado Springs, Colo.

The name of the Germania Seed Company of Ironton, Ohio, has been changed to the Reliance Seed Company.

Floyd Lanning of Nowata, Okla., will construct a building, it is reported, in which he will establish a retail seed store.

Work is practically completed on the new building of the Tessum Seed, Grain & Supply Company at Thief River Falls, Minn.

E. G. Raymers contemplates moving from Marquette to Aurora, Neb., where he will conduct a seed business on a large scale.

D. P. Roy's seed business at Lake Forest, Ill., is to be conducted as Roy's Seed Store. James Spence is now a partner in the company.

The capital stock of the wholesale seed firm, Woods, Stubbs & Co., at Louisville, Ky., has been increased from \$125,000 to \$250,000.

The Interstate Grain & Seed Company has secured a site at Batavia, N. Y., upon which, it is rumored, it will build a seed and grain elevator.

A seed store has been opened in Columbia, Mo., by the Columbia Floral Company. The company will handle field, garden and flower seeds.

H. W. Whitacre has filed incorporation papers for the Wesco seed Company of Chehalis, Wash. The company is capitalized with stock of \$10,000.

New machinery has been purchased for the new plant of the Northern Field Seed Company of Winona, Minn. The building is a two-story structure, 80x100 feet.

A seed pea grading and handling plant has been established at Spokane, Wash., by the Rogers Bros. of Alpena, Mich. A building has been purchased and new modern machinery installed.

A two-story brick warehouse, 60x100 feet, is to be built by the Roanoke Seed & Supply Company of Roanoke, Va., and will be used for storing and manufacturing horse, dairy and chicken feeds.

A site 90x100 feet has been secured by the Aabling's Seed Farms, Inc., of Seattle, Wash., at Mt. Vernon, Wash., and plans have been made for the erection of a two-story building. The upper floor will be used for drying and other part for cleaning seeds grown by the firm.

T. J. E. Kemp of the Illinois Seed Company of Chicago, Ill., advises us that they are giving the Seed Committee of the U. S. Department of Agriculture full co-operation in locating corn and oats suitable for seeding on account of its scarcity. They urgently request all grain elevator operators to send them samples of corn or oats on hand suitable for seeding, so as to furnish the farmer seed that insures a crop. Mr. Kemp further states that each lot of seed sent out is given the germination and purity test determined in their laboratory, a tag being attached to each bag showing seed test. This enables the buyer to know the quality of seed he buys, which is very essential at all times.

COLORADO SEED ACT

All field seed, according to the new Colorado Seed Act, must be labeled if sold in lots of 5 pounds or more. This affects, according to W. W. Robbins, botanist in charge, Colorado Agricultural College, Fort Collins, Colo., the retail dealer in three ways. First, if the seed is bought from wholesale dealers, the original tag or label of the wholesale dealer is sufficient, provided such tag or label is accessible to each and every person buying from that lot, and the required tag is in a conspicuous place on the container. Second, if the seed has not been tested for purity or germination, when it is purchased

from wholesale dealer or farmer, the container must be marked "Not Cleaned Seed" or "Not Tested Seed." Third, if a shipment of seeds from wholesale dealer or farmers is divided by the retailer in separate packages or lots of 5 pounds or more and offered for sale, each separate package or lot must bear a label. In such a case the information on the wholesaler's label or farmer's label may be used or a sample sent to Seed Laboratory, Colorado Agricultural College, Fort Collins, Colo., where a free test and report will be made. If wholesaler's or farmer's tag is used the retailer assumes responsibility for validity of same.

Grain and
Seeds

BLACK HILLS ALFALFA SEED

Sample and price on request. BROOKSIDE FARM, Buffalo Gap, S. D.

WANTED

To buy grain. Twenty-five years' experience. CHAS. H. RUPLE, Box 343, Arcola, Ill.

WANTED

White Sweet Clover, Red Clover, Sudan Grass, Bermuda Grass and Alfalfa Seed. Mail samples to FORT SMITH SEED CO., Fort Smith, Ark.

WANTED

We are in the market for clover seed, screenings, tallings, and badly bucked clover seed. Send samples to THE KING SEED CO., North Vernon, Ind.

WANTED

By an old established seed house, a thorough business man of character, capability and experience in the general seed business. State qualifications, experience and salary wanted. SEED HOUSE, Box 10, care "American Elevator and Grain Trade," Chicago, Ill.

L. TEWELES SEED CO.
MILWAUKEE, WIS.

Red, White and Alsike Clover
Timothy and Alfalfa Seed

Seed Corn

Field Peas

Seeds Wanted

CLOVER, ALSYKE, TIMOTHY,
Sudan, Cane, Cow Peas, Soy Beans, and all
Field and Grass Seeds. Send us samples
and get the highest price for what you have
to sell.

J. F. SUMMERS

1929 West 43rd St., Chicago, Ill.
CHICAGO, ILLINOIS

THE PLACE TO BUY

Seed Peanuts—Peanut Meal and Hay
Seed Velvet Beans—Beans in Hull—Bean Meal
Seed Cotton—Cotton Seed Hulls and Meal
Seed Field Peas—Seed Corn—Chufas
Seed Watermelon Seed—Wheat—Rye—Oats
Seed Sorghums—Millets—Sudan Grass, Etc.

Try us—1918 Seed Growing Contracts. Our
prices may not be "the cheapest," but our
seeds are "the best." Write us or wire us.

THE DIXIE SEED FARMS

Headquarters—CORDELE, GEORGIA
Seed Growers, Breeders and Dealers

SEEDS Grain, Clover and Grass Seeds
CHAS. E. PRUNTY

7, 9 and 11 South Main St. SAINT LOUIS

Cochrane Quality Field Seeds Are the
BEST THAT GROW

Twenty buying stations in the producing sections of Wisconsin and Minnesota enable us to buy the "cream of the crop." Write for quotations and samples.

T. H. Cochrane Co., PORTAGE,
WISCONSIN

We want to buy Clover, Alsike, Timothy, Alfalfa
White Clover.

WE BUY AND SELL

Seeds

Write Us Your Needs

SCHISLER-CORNELI SEED CO.

St. Louis, Mo.

The ALBERT DICKINSON COMPANY

GRASS SEEDS FIELD

To Meet Demands Of

PURE SEED LAWS

Chicago

Minneapolis

White Clover

Orchard Grass

Tall Meadow Oat Grass

Rye Grass

WM. G. SCARLETT & Co.

BALTIMORE, MD.

OBITUARY

BARTOL.—Geo. E. Bartol one of the founders of the Philadelphia Bourse died after a long illness from a complication of diseases. He was born in 1853. He was engaged in the sugar business for some time but in 1890 he retired from this industry and engaged in the grain exporting business.

BROWN.—After an illness of four months' duration from diabetes, Thomas E. Brown, aged 53 years, died at his home. He had been engaged for about 30 years in the grain business at Newark, Ohio.

BRYANT.—O. T. Bryant died on December 11 at Nashville, Tenn., after a brief illness. He was for a number of years engaged in the grain business at Lewisburg, Tenn., as the Lewisburg Grain Company. At the time of his decease, however, he was conducting a grain business in Nashville as Bryant & Moore.

FULLER.—Paralysis caused the decease of N. A. Fuller at his home in Dumont, N. J., on December 17. He for many years had been engaged in the wholesale commission hay and straw business. His widow and four daughters survive him.

HINSHAW.—Asa B. Hinshaw was killed when his automobile was struck by a train. He was the owner of the Hinshaw Elevator Company of Nora, Ind.

HULL.—William L. Hull, one of the oldest members of the Merchants Exchange of St. Louis, Mo., died at the age of 79 years. He at one time was a member of the grain firm, Boyd & Hull.

LINSCOTT.—Capt. Benj. H. Linscott, aged 85 years, died recently. For 20 years he was a member of the Board of Grain Inspectors at Chicago, Ill.

MCBRIDE.—Bert A. McBride, manager of the elevator of C. E. Davis at Bourbon, Ill., died recently from pneumonia.

O'ROURKE.—John J. O'Rourke of Powell & O'Rourke Grain Company, St. Louis, Mo., died from

pneumonia there not long ago. His widow and five children are left.

PATTERSON.—Samuel R. Patterson, a member of the Grain Exchange of Pittsburgh, Pa., died recently aged 84 years.

PORTZ.—Louis J. Portz, after an illness of two weeks' duration, died at his home in Hartford, Wis., aged 53 years. Mr. Portz was one of the founders of Portz Bros., who conducted a malt plant at Hartford. He is survived by his widow and two daughters.

RICHARDSON.—On December 31, Richard M. Richardson died of pneumonia at Buffalo, N. Y. He was general superintendent of the Keystone Warehouse Company.

TEICHROEW.—Herman Teichroew was caught between two railroad cars and crushed to death. He was grain inspector at the Gould Elevator in Kasota, Minn.

WAYMAN.—John M. Wayman died at Los Angeles, Cal. He was a retired elevator and mill man of Lagro, Ind.

WISWELL.—John C. Wiswell died not long ago. He was well known in the grain trade and on the New York Produce Exchange, although for the last few years he had not been actively engaged in business.

WOESTEN.—John T. Woesten, after an illness of several months, died aged 69 years, at Cincinnati, Ohio. For 40 years he had been engaged in the grain and provision brokerage business in Cincinnati, Ohio. His sister and brother survive him.

WOLFORD.—On December 31, Jacob A. Wolford, aged 71 years, a retired member of the Chicago Board of Trade, died at his home in Chicago. He had been a resident of that city since 1869.

YOUNG.—Aaron N. Young, a pioneer member of the Chicago Board of Trade, died at his Evanston home recently. He joined the Board in 1868.

HAY, STRAW AND FEED

W. E. Daniels will engage in the feed business at Marion, Va.

Herring & Moody have opened a feed business at Comanche, Texas.

A feed business has been started at Gould, Okla., by Clark & Dobbs.

Paul W. Clark has moved his feed business from Alber to Reith, Ore.

A new feed store has been opened at St. David, Ill., by J. M. Wilcoxon.

Geo. Lake will engage in the feed, hay and grain business at Lowell, Mich.

Geo. Sexton has purchased the feed business located at Beatrice, Neb.

Laudamy & Harwell will engage in the feed business at Big Spring, Texas.

The Marion Feed & Grain Company of Marion, Va., has discontinued business.

A feed and flour business is to be conducted at Sayre, Okla., by J. F. McGrath.

O. B. Tilton's feed business at Nashua, N. H., has been purchased by Joseph Cohen.

A hay shed of 1,500 tons' capacity is being built by Patrick O'Connor at O'Neill, Neb.

A feed warehouse, 20x30 feet, has been built for the Farmers' Grain Company at Kane, Ill.

A new feed plant has been erected at Ogden, Utah, by the Hansen Livestock & Feeding Company.

The new feed, flour and general merchandise store of the American Co-operative Association at Rudolph,

Wis., has been opened with Fred Pamperin, manager.

A feed business has been started at Big Spring, Texas, by B. J. Campbell and Arthur Woodall.

The Ray Bros. now own the Henderson Mercantile Company's feed and grocery business at Duncan, Okla.

Hendrickson & Graves have opened a feed store at Campbellsville, Ky., and will handle feed and grain.

A building to be used in storing flour, feed and seed has been built at Nowata, Okla., for Floyd Lanning.

The Farmers' Co-operative Company of Braymer, Mo., will conduct a feed and flour business in addition to its grain business.

J. S. Morgan, Geo. W. Murphy of Georgetown, Ky., have opened a store and will handle cottonseed meal, hay, corn, oats, millfeed, etc.

The feed business at Council Bluffs, Iowa, formerly conducted by Hilmer Edstrom has been purchased by Clarence Brundage.

The Independent Supply Company's business at Carrollton, Mo., has been purchased by B. O. Austin who will conduct a feed business.

P. E. Craig and A. Sharps have incorporated the Craig-Howe Company at Ashland, Mass., capitalized at \$10,000, to deal in feed, flour, etc.

The Brown & Oglesby Cash Feed Store has purchased the stock and good will of the Bush-Hill Grain Company at Little Rock, Ark.

The Piedmont Brokerage Company of Roanoke, Va., will engage in the feed and flour brokerage business with offices at 416 McBain Building.

The L. B. Risdon Mill Company's feed and flour business at Trenton, N. J., has been purchased by the Gross Bros., operators of the Cereal Mills located at Hightstown, N. J.

The business of J. M. Frisch & Co., at Baltimore, Md., is to be conducted as Walter F. MacNeal & Co. The change took place on January 1. The company handles hay, feed and grain.

F. Braastad's warehouse at Ishpeming, Mich., has been leased by Hewett Grain & Provision Company of Escanaba. The company will engage in a wholesale business in feed and flour.

The W. E. Wright Company, wholesale and retail flour and feed dealers of Akron, Ohio, has amended its charter, increasing the capital stock of the corporation from \$40,000 to \$300,000.

Simon Grasser has concluded to sell his feed and flour business at Sheboygan, Wis., and retire from active business after having successfully conducted the feed and flour business for 29 years.

A feed warehouse and rice storage plant will be built by Isaac Weaver at El Campo, Texas. The plant will be 109x48 feet. It will be of brick construction and will be equipped with electric lights.

Simon P. Diemert and F. C. Wier have formed a partnership and will conduct a feed, hay, seed, flour, potato and other produce business at Moorhead, Minn. They will operate under the firm name of Diemert & Wier.

Capitalized at \$10,000, the Acme-Jones Company was incorporated to do business in Indiana. It is a Kentucky corporation. The company will engage in milling, flour jobbing, feed and grain business. Edgar H. Evans is agent at Indianapolis.

C. W. Arnquist of St. Paul, Minn., has filed incorporation papers for the Interstate Hay & Cattle Company of St. Paul, Minn., and Manistique, Mich. The corporation is capitalized with stock of \$4,000.

President Bob Clark of the National Hay Association has appointed J. H. Devlin of Albert Miller & Co., G. S. Bridge and C. E. Walters, all of Chicago, as members of the National Service of the National Security League to meet at the Hotel LaSalle, Chicago, on February 21 to 23.

The Geneva Co-operative Company has purchased the Cowdery Coal Company and the Nickel Plate Feed Mill, Geneva, Ohio, and will handle feed and coal. G. A. Woodworth is president; Frank Berry, vice-president; R. F. Shelley, secretary; G. H. Swan, treasurer and R. A. Parker, manager.

NEW YORK HAY MARKET HIGHER

BY C. K. TRAFTON.

Hay prices in New York have advanced approximately \$7 per ton during the past month. Some dealers regarded this remarkably rapid advance as fictitious in some respects. In other words, it was their opinion that the decidedly low prices reached in December were in some degree unwarranted, and consequently part of the recent advance represented readjustment. For one thing, the opinion prevailed among unbiased dealers that part of the big break mentioned was not entirely devoid of suspicion, being, some think, brought about by manipulative tactics. In other words, there was a fairly large accumulation of supplies on docks, as a result of the final rush of hay to market via river boats. This was used by some as a cudgel to hammer the market. In addition, a lot of hay suddenly came in by railroads and it was absolutely necessary to unload the cars as rapidly as possible as they were wanted in the West to ship foodstuffs East. It afterwards became known that many prominent and well-informed dealers had been quietly buying on a large scale, following the big break. Such buying was considered entirely justifiable by the best informed members of the trade, who realized that in the near future receipts were bound to become exceedingly light as all, or virtually all, roads had no cars to spare. As a result, it turns out that there is only an exceedingly insignificant supply of choice timothy, and hence small sales have been made at \$39 @ 40 per ton in large bales, although many buyers insist that they have not paid over \$38. Because of the great scarcity of choice, lower grades have been quickly taken at relatively high prices, nearly all merchantable lots commanding around \$35.

INCORPORATION papers have been filed for the George T. Renke Corporation of New York County, to deal in barley, malt, and food products. The company is capitalized with stock of \$100,000 and was organized by G. T. Renke, J. A. Horn and F. S. Cobb.

THE Bozeman (Mont.) Agricultural College is preparing 50,000 letters to be sent out by the U. S. Department of Agriculture to farmers asking them the amount of grain they have on hand that will be available for seeding in the spring.

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We are the Largest Distributors
of ALFALFA in
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Shippers who have Alfalfa Hay to dispose of, if they will
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Consignments Solicited
We Guarantee Good Service
Postal Telegraph Bldg., Chicago

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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Will rent or sell electric motors. SCOTT BROS. ELECTRIC CO., 34 Macomb St., Detroit, Mich.

POWER TO FIT EVERY DEMAND

High grade rebuilt engine values, 1 to 100-hp. at prices you want to pay. Send for big list of engines suited for elevators and mills, for factories and farms, for autos and trucks, for boats and hydroplanes and state your power needs so that we may quote with description. BADGER MOTOR CO., Milwaukee, Wis.

BAGS**FOR SALE—BURLAP BAGS OF EVERY KIND**

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc. Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

**Miscellaneous
Notices**

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED

Draughtsman experienced in flour mill or grain elevator machinery. GREAT WESTERN MFG. CO., Leavenworth, Kan.

MANAGER WANTED

At small country station for grain, lumber and coal business with small grocery store. Can begin work immediately. HOLCOMB-DUTTON LUMBER CO., Sycamore, Ill.

A SNAP IF TAKEN AT ONCE

The best wholesale flour and feed business in Kansas City. Long established trade. Shows good earnings. Do not miss this opportunity. K. C. K., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

WANTED

Position in elevator. Am capable of looking after every detail about elevator. In charge of business that does \$300,000 a year. Good reason for changing. Can furnish best of reference. If you are looking for a good reliable man it will pay you to communicate with me. W. L. B., Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

ASSOCIATIONS**ASSOCIATION INCORPORATED**

The Chicago Hay, Grain & Feed Association has been incorporated by Jos. W. Badenoch, Albert J. Kemper and J. B. Carter.

MEMPHIS ASSOCIATION ELECTS

The Memphis (Tenn.) Hay & Grain Association has elected the following officers for the new year: L. P. Cook, president; J. L. Nessley, vice-president; Walter J. Fransoli, secretary.

COUNCIL MEETING AT CHICAGO

The Council of Grain Exchanges will meet at the LaSalle Hotel, Chicago, on January 17. The depleted grain stocks at terminals will be one of the principal subjects under discussion. Julius H. Barnes, president of the Grain Corporation, will be the honored guest and will speak at the banquet in the evening.

INDIANA DEALERS MEETING

As we go to press the Indiana Grain Dealers Association is in session at Indianapolis, the meeting being called for January 15 and 16.

Secretary Riley announces that the following firms have become members of the Association: O. L. Barr Grain Company, Bicknell; Shields & Blish, Sardinia; J. W. Weltz & Co., New Palestine; Grant & Wyeth, Lebanon; R. A. McCoy, Greensburg, and T. I. Ferris, Pleasant Lake, all of Indiana.

ILLINOIS DIRECTORY OUT

Secretary E. B. Hitchcock of the Illinois Grain Dealers Association must have worked overtime to get out the twenty-fifth annual directory since his return from Europe, especially since the book is larger and better than ever before. The alphabetical indexes include stations; firm name members of the Association, divided between shippers and receivers; and advertisers. The advertising appears more generous than usual and is attractively displayed.

It is not amiss, also, to call attention to the trade rules of the National Association which are incorporated for it is lamentably true that many members, both shippers and receivers, are not familiar with the rules and get into difficulty in consequence. The book is a distinct credit to the Association.

MICHIGAN DEALERS TO MEET AT DETROIT

February 14 has been selected as the date for the mid-winter convention of the Michigan Hay & Grain Association at the Hotel Cadillac, Detroit.

John L. Dexter of Detroit is chairman of the Entertainment Committee for the convention and has promised to secure as speaker for the banquet, an officer of one of the Canadian regiments who has just returned from over seas and he gives assurance that this gentleman will have something very interesting to say. The committee is also trying to arrange with two other gentlemen to be with us at the banquet whose remarks at any gathering are always well worth hearing. In addition to this entertainment, the Program Committee, consisting of H. A. Admiral of Owosso, Robert Ryon of Ann Arbor, S. O. Downer of Birch Run, are preparing a very interesting list of subjects for discussion in the afternoon.

As all have probably learned within the last 10 days, the Government is about to license all shippers and dealers of hay and will eventually control the distribution of that commodity and to a great extent regulate the price at which hay will be handled. John L. Dexter of this Association has been selected as one of the committee of 32 who are subject to the call of Mr. Hoover, and he expects to go to Washington within the next 10 days for conference, therefore, during the business session, he will have something very interesting to relate as regards the action which the Government will take, and it will be to the interest of all to attend this meeting if for no other reason than to hear Mr. Dexter's report.

The entire forenoon of February 14 will be given up to members for visiting in the hotel lobby, but at 1:30 sharp, the business meeting will be called to order and the next four hours will be spent in discussion of topics of interest to members.

Books Received**DOCKAGE CONVERSION TABLES**

A bank clerk or insurance clerk would not think of figuring all his interest calculations without an interest table. If he did he would be wasting more time for his firm than his services were worth. By the same token the grain dealer who attempts to figure out gross bushels, dockage and net bushels on every load of wheat that comes to his door, instead of making use of the admirably prepared table that is available, will find himself sadly handicapped if not actually swamped in figures. The Atlas Wheat Conversion Table was compiled by P. H. Limberg, First National-Soo Line Building, Minneapolis, to save dealers much valuable time. It is arranged for all quantities of wheat up to 99,999 pounds and for dockage up to 10 per cent, and the table converts them to gross, dockage and net bushels. By combining two convenient tables unlimited quantities can be readily converted. The various tables are arranged by dockage percentage of 1/2 per cent intervals, and the process is rapid and absolutely accurate to the nearest pound. The book can be obtained from Mr. Limburg for \$3, and will pay for itself many times over in the hours of labor it will save.

A BRIEF FOR THE ELEVATORS

Examiner H. C. Williams heard the evidence for the Interstate Commerce Commission in the matter of Claims for Loss and Damage on Grain (I. C. C. Docket No. 9009) and filed a tentative report on the hearing in which he put the burden of proof upon the grain shippers, by declining to recognize the fact that, although scales may be incorrect, it is universally admitted that the tendency of country scales is to register less grain than is put into the car; by arriving at wrong conclusions in his comparison of loss and damage claims between supervised and country stations; and by almost ignoring the inadequate car facilities furnished by the railroads to the country shipper.

In a comprehensive brief on behalf of the National Council of Farmers Elevators, Clifford Thorne and John D. Reynolds meet these erroneous conclusions of the Examiner and incidentally make out a strong case for the claims of loss by country shippers. The brief is a pointed document of 94 pages, presented in the clear and forceful style which has made Mr. Thorne such a big factor in the country shippers' fight for justice with the railroads.

From the railroads' own figures and from other evidence he shows that for practical purposes country shippers' weights are adequate and are more favorable to the railroads than terminal weights. He shows that the car equipment used between terminals is much better than that furnished the country shipper; that grain doors and cooping material are inadequate; and that so-called "clear record cars" have, in many instances, anything but a clear record.

The subject is covered comprehensively and the brief points out there are many losses with which the shipper has no connection and should not be made responsible. The brief, in the hands of each shipper, would make him more determined than before to get justice for grain lost in shipment, and at the same time might stimulate him in correcting any possible source of error at his end.

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at home and abroad, and the stability of the

CHICAGO BOARD OF TRADE

recognized from the early months of the war and through subsequent period. War and panic have not seriously interfered with the continued operation of Chicago's facilities, only proving their inestimable value to the country at large and the grain trade specifically. We are now confronted with a serious commercial obstacle in the endeavor to make merchant-

MOVEMENT OF GRAIN AND PROVISIONS DURING THE YEAR 1917

	Receipts		Shipments
Flour	9,900,000	Brls.	8,400,000
Wheat	32,700,000	Bu.	24,600,000
Corn	72,800,000	"	37,200,000
Oats	129,300,000	"	105,900,000
Rye	4,600,000	"	3,900,000
Barley	22,900,000	"	6,900,000
Cured Meats.	237,150,000	Lbs.	892,000,000
Fresh Meats.	1,007,600,000	"	1,390,700,000
Lard	105,800,000	"	264,700,000
Hay	283,400	Tons	41,500

able, for the benefit of all concerned, producers, grain dealers and consumers, as much as possible of this year's soft corn.

This situation again offers proof of the scope of the Chicago market, assuring **DRYING CAPACITY** for **SOFT CORN** of **600,000 BUSHELS PER DAY**, and a **STORAGE CAPACITY** of **50,000,000 bushels**.

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THE DRYING CAPACITY OF CHICAGO ELEVATORS IS:

	Per Hour		Per Hour		Per Hour
Armour's Northwestern		Michigan Central Elevator	1,500 Bus.	Steamer Helena	1,500 Bus.
Terminal Elevator	6,000 Bus.	Hales Elevator	1,500 Bus.	Irondale Elevator	2,000 Bus.
Rockwell Elevator	500 Bus.	Belt Elevator	1,000 Bus.	Corn Products Refining	
Santa Fe Elevator	1,000 Bus.	Cragin Elevator	1,000 Bus.	Co.	1,000 Bus.
Keystone Elevator	500 Bus.	Minnesota Elevator	1,000 Bus.	Northwestern Yeast Ele-	
Calumet Elevator A	1,000 Bus.	Standard Elevator	500 Bus.	vator	350 Bus.
New York Central Ele-		Norris Elevator	1,000 Bus.	Union Stock Yards Ele-	
vator	1,000 Bus.	Hayford Elevator	500 Bus.	vator	250 Bus.
South Chicago Elevator D.	1,500 Bus.			Badenoch Elevator	500 Bus.

Drier capacity is based on removing
6 to 7½% moisture per hour from corn.

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JOHN R. MAUFF,
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If you handle corn you can't possibly escape loss and trouble from heating and spoiling. You can save most of that trouble and make more money with a

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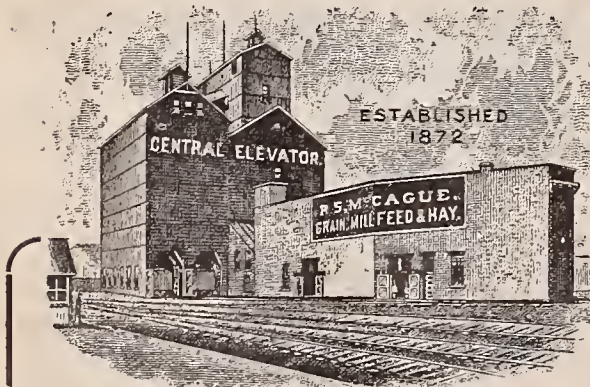
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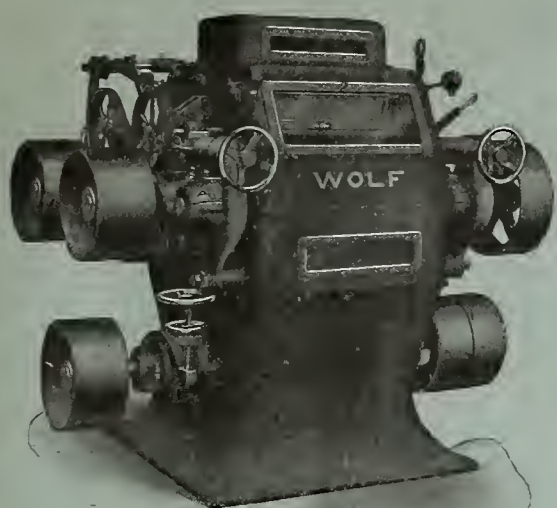
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The two million bushel elevator of WASHBURN-CROSBY CO.

Minneapolis, Minn.



Is equipped with three separate DAY dust collecting systems, any one of which may be operated separately, or all simultaneously.

When in need of a system or only a dust collector, write

THE DAY COMPANY

Minneapolis, Minn.